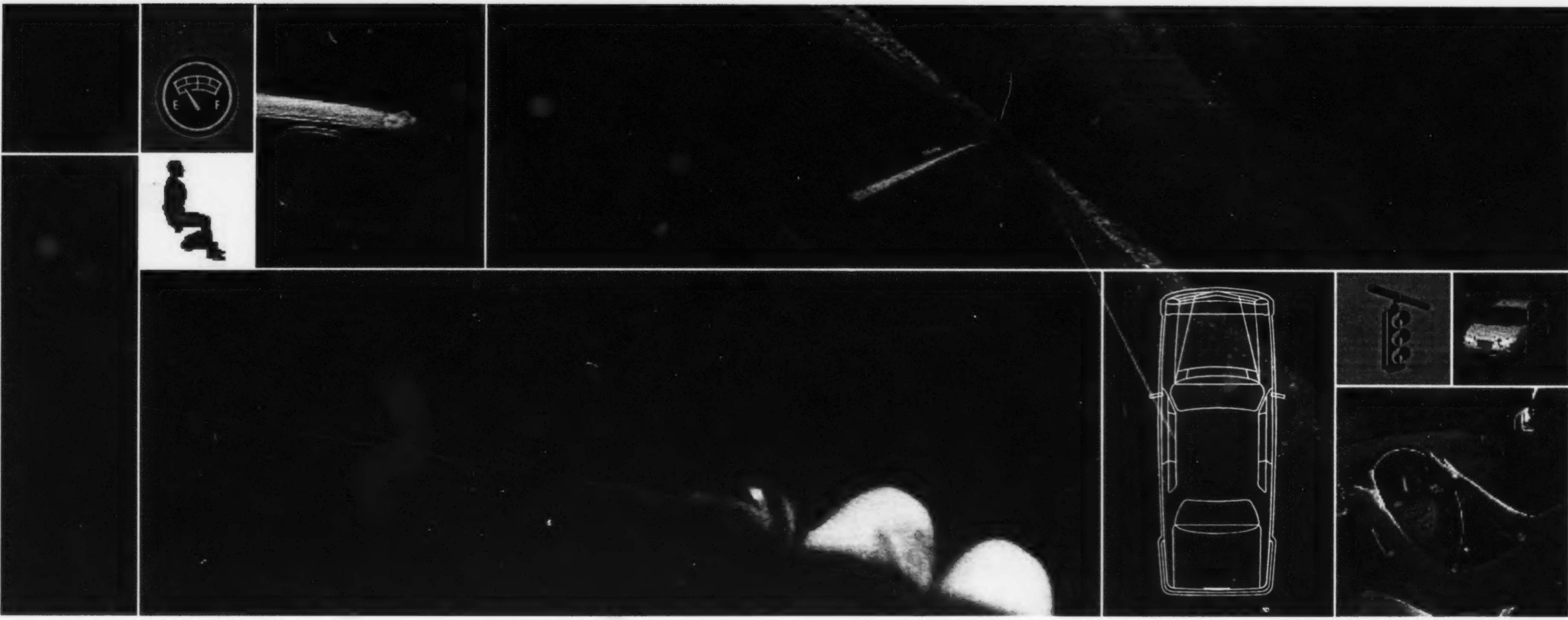

Saskatchewan Driver's Handbook 2010

A guide to safe driving

SGI

Take care out there.

Saskatchewan Driver's Handbook 2010

A guide to safe driving

SGI

Take care out there.

Fuel-efficient driving techniques

Safety should be your number one concern every time you get behind the wheel of a vehicle. The good news is that practising fuel-efficient driving techniques not only improves road safety, it also reduces fuel consumption and cuts exhaust emissions that contribute to climate change and urban smog. Depending on your driving habits and how often you drive, these basic techniques and useful tips could save you hundreds of dollars a year in fuel and maintenance costs:

- It is both safer and more fuel-efficient to maintain a steady speed on a road. Accelerate smoothly when passing or merging with faster traffic and avoid hard braking. European tests have shown that aggressive driving, including frequent rapid acceleration and hard braking, can increase fuel consumption by approximately 40%.
- Drive at the posted speed limit. Lowering your highway cruising speed from 120 km/h to 100 km/h will reduce fuel consumption by up to 20%.
- Plan your trips to combine errands and to avoid traffic jams, steep hills, road construction, etc. Combining a number of short trips into one longer one allows your engine and drivetrain to reach peak operating temperature, which is not possible on trips of less than 5 km. Avoiding trouble spots shortens your travel time and reduces unnecessary idling.
- If you are driving a vehicle with a manual transmission, learn how to use it properly for maximum fuel savings. A tachometer can help you shift the transmission at the most fuel-efficient engine speeds (the owner's manual will indicate these speeds).
- If you have cruise control, use it for highway driving to maintain a constant speed. The exception is on hilly terrain, where it's a good idea to allow the vehicle's speed to drop slightly going uphill and then let gravity help you build up speed again (to a safe level) going down the other side.
- In summer, minimize your use of air conditioning. Operating an air conditioner in hot weather can increase fuel consumption by more than 20% in city driving. A more fuel-efficient option for staying cool is to open a window. However, at highway speeds, use your car's flow-through ventilation – open windows and sunroofs increase aerodynamic drag, which makes the engine work harder and consume more fuel. If you must use your vehicle's air conditioning, avoid running it continuously. Shut it off after the interior is cool or set the controls to a comfort level that allows the system to cycle.

- Check tire pressure at least once a month when the tires are cold (i.e., the vehicle has been stationary for at least three hours or has not been driven more than 2 km). If you have to drive more than 2 km to add air, check the tires before you leave and then add the amount of air that is missing from this reading. Inflate the tires to the recommended pressure, usually indicated on the car door, glove compartment or in the owner's manual. With proper tire inflation, your car will burn less fuel and be safer to drive. A vehicle with tires that are under-inflated by a total of 10 psi increases fuel consumption by 5%.
- Use a block heater in the winter to warm the engine oil and make cold starts easier on your engine components. Your vehicle's oil does not freeze when the temperature dips below 0°C, but it does get much thicker. This means your engine has to work harder and use more fuel. Use a timer to switch the block heater on two hours before you plan to drive. Proper use of a block heater can improve your vehicle's overall fuel economy by as much as 10%. Still, don't leave your block heater on overnight or your energy savings will disappear in a higher electricity bill.
- Follow the vehicle manufacturer's recommended operating procedures and maintenance schedule in your owner's manual. Regular maintenance such as oil and filter changes will not only prevent early degeneration of your vehicle's components, it will also keep them operating at their most fuel-efficient level. A clogged air filter can increase fuel consumption by up to 10%. Regular maintenance will keep your vehicle operating safely, save you money and, at the same time, help the environment.
- Remote car starters are handy in cold winter mornings, but don't start your car too soon. In most driving conditions, today's modern engines need less warm-up time even on cold mornings. Also, allowing your car to idle too long wastes gas and produces unnecessary exhaust emissions.
- Idling for more than 10 seconds, except in traffic, wastes more fuel than stopping your engine and restarting again. At the end of the day, stopping unnecessary idling will benefit the environment and save you money.

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Introduction

The goal of this handbook is to help you become a knowledgeable and good driver. However, it is only a reference source, covering basic driving rules and techniques. The relevant statutes should be consulted to interpret and apply the law.

Good drivers are always in control of their own actions, reactions and vehicle. Control means remaining calm and at ease behind the wheel while conducting smooth movements of the vehicle on the road and within traffic. The goal of a good driver is to disrupt traffic as little as possible.

You should become highly skilled in identifying situations that require your attention, anticipating and predicting what other drivers might do, deciding on your response and then executing your decision. Make sure you have the knowledge and the ability to control your vehicle so a small error never turns into a dangerous situation. You should be able to control your vehicle in emergencies, in a variety of weather situations, as well as on varying road conditions including very slippery or icy surfaces.

Driving is one of the few activities almost everyone practises frequently. You have the choice of being a sloppy, dangerous driver, or one who drives with precision, control and safety. If you practise basic skills and aim for consistency, you can have fun while ensuring safety for yourself and for others.

This handbook is intended to help you acquire a driver's licence. More importantly it will help you develop safe and competent driving skills. The contents of this handbook are also available on the SGI website at www.sgi.sk.ca.

Saskatchewan's driver's licence program

Driver programs and examinations are designed to develop safe, capable and proficient drivers who know and understand the rules of the road. Driving is a responsibility and a privilege. It is not a right. Certain provincial regulations exist to meet safety needs as well as promote the efficient and safe flow of traffic.

To drive in Saskatchewan you must hold a valid driver's licence for the type of vehicle you wish to operate. The classified driver's licence system establishes minimum standards of skill, knowledge, physical and mental fitness for the safe operation of different types of vehicles. Drivers are then licensed accordingly.

The first time you apply for a Saskatchewan driver's licence, you will be asked to provide documents to prove your identity, proof of residency and that you are entitled to be in Canada. Each document must be from an authority such as a federal or provincial government or a federal agency. They must also be originals, not photocopies. Electronic scans of these documents will be retained on file, in keeping with Canadian standards. A detailed listing of approved documents is available in SGI's *Establishing Your Identity* pamphlet.

To obtain a driver's licence, you must be able to operate a vehicle safely and properly, understand all traffic signs and know the rules of the road. You are required to complete a driver's examination if you:

- have never been a licensed driver;
- have not held a Saskatchewan driver's licence within the past five years;
- wish to change the class of your licence or obtain an endorsement; or
- are a new resident, and the licence you hold is from another province, state or country not honoured or recognized in Saskatchewan. Licences are honoured from the continental United States, Germany, Switzerland, South Korea, the United Kingdom and Austria. The nine-month learning period and driver training requirement will be waived if you can prove past driving experience by providing a valid driver's licence, written in English or French, or a valid licence in another language accompanied by a translation document acceptable to SGI (i.e. International Driving Permit).

New residents wanting a Saskatchewan driver's licence without being tested must meet some requirements:

- If the person is a former resident of a Canadian province or territory then he or she must have a valid driver's licence from that jurisdiction. An expired driver's licence (not older than five years) from that jurisdiction is also acceptable. New residents may drive with their valid out-of-province driver's licence for 90 days after moving to Saskatchewan.
- If the person is a former resident of the United States, Germany, Switzerland, South Korea, the United Kingdom or Austria, a valid licence and a copy of their driving record from that jurisdiction must be provided, accompanied by a translation document acceptable to SGI (i.e. International Driving Permit).

2.1 DRIVER'S LICENCE

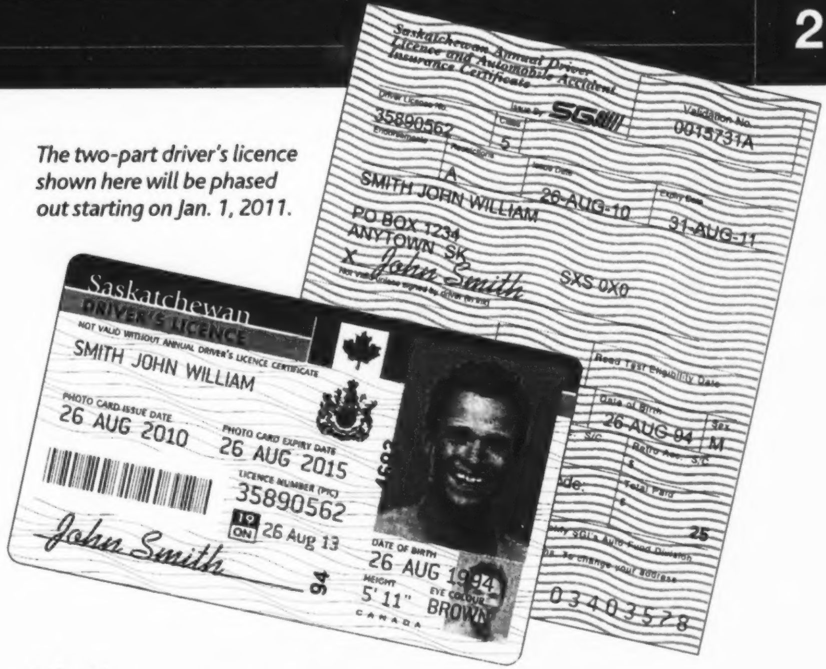
Your driver's licence expires on the last day of your birth month or the last day of the month that your immigration documents expire.

Starting Jan. 1, 2011, a one-part five-year driver's licence will be implemented. It will replace the two-part licence (photo identification card and paper certificate) and will have a one to five-year initial term, based on the expiry year of the driver's current photo ID card. For new drivers, the licence will expire in the fifth year on the last day of your birth month.

You must produce your licence at the request of a peace officer. If you do not have your licence with you at the time, the officer may allow you up to 48 hours to produce it. If your licence includes any restrictions, you must obey the restrictions when driving. See next page for restriction codes.

If you are a visitor to Saskatchewan, your regular licence gives you all of the same privileges it does in your home province or state. As a visitor to Saskatchewan, you are not required to exchange your licence or register your vehicle in this province unless you become a resident. Should you require a Saskatchewan licence, you may need to be re-tested before a Saskatchewan licence is granted, but it will depend upon the class of licence you held in the other jurisdiction. Check with your nearest motor licence issuer. Students attending approved educational institutions, as well as their immediate families, do not have to exchange their driver's licence during the time they are living here to attend classes. If you become a Saskatchewan resident you may drive using your current driver's licence and vehicle plates for 90 days after taking up residence.

The two-part driver's licence shown here will be phased out starting on Jan. 1, 2011.



Saskatchewan Annual Driver Licence and Automobile Accident Insurance Certificate
35890562
5
A
0015731A
SMITH JOHN WILLIAM
26-AUG-10
31-AUG-11
PO BOX 1234
ANYTOWN SK
X John Smith
SXS 0X0
Road Test Eligibility Date
Date of Birth
26-AUG 94
Sex
M
25
03403578

Saskatchewan
DRIVER'S LICENCE
NOT VALID WITHOUT ANNUAL DRIVER'S LICENCE CERTIFICATE
SMITH JOHN WILLIAM
PHOTO CARD ISSUE DATE
26 AUG 2010
PHOTO CARD EXPIRY DATE
26 AUG 2015
LICENCE NUMBER (PIC)
35890562
19 ON 26 Aug 13
John Smith
94
DATE OF BIRTH
26 AUG 1994
HEIGHT
5'11"
EYE COLOUR
BROWN
CANADA

Fake ID

It is a criminal offence to alter a photo ID card or the driver's licence paper certificate in any way. It may not seem like a big deal, but there are serious consequences to using fraudulent ID, or loaning your ID for fraudulent purposes, including:

- getting your real driver's licence suspended for at least three months
- a fine of at least $65
- a possible fraud conviction under the Criminal Code that could affect your employment, your education and your chances of travelling outside of Canada
- getting other people fined, fired or put out of business

RESTRICTION CODE

A – must wear prescribed glasses or contact lenses
B – may not drive at night
C – may only drive within a 40 kilometre radius of address shown on licence
D – may only drive within a 80 kilometre radius of address shown on licence
E – may only drive outside the limits of a city, in a city as a learner
F – must have two outside rear-view mirrors on vehicle
G – driver must present Detail Authority Card
H – motorcycles are limited to three-wheeled cycles, two-wheeled as a learner
J – motorcycles are limited to cycles under 50 cc's, larger as a learner
K – school bus capacity is limited to under 36 passengers
L – may not operate Class 2 or 4 vehicles
M – Class 1-3 vehicles are limited to automatic/electronic shift transmission, standard transmission as a learner
N – may only drive school bus with automatic transmission
T – may not drive a taxi for hire

ENDORSEMENT CODE

A – may operate vehicle with air brakes
G – driver must present Detail Authority Card
M – motorcycle
S – school bus
1, 2, 3 or 4 – may operate that class of vehicle as a learner
6 – may drive motorcycle as a learner

All driving authority is subject to medical approval.

Saskatchewan
000 SAM
13
Land of Living Skies
AUG 10

2.2 VEHICLE REGISTRATION

All vehicles must be properly registered according to purpose and must display the correct number of licence plates.

Licence plates must be securely attached and clearly visible. That means plates must not be obstructed in any way that prevents them from being read or accurately photographed by a red light camera system.

The number or identity of the licence plates must not be altered or changed in any way.

Rear plates must carry current validation stickers.

New residents have up to 90 days to register their vehicle in Saskatchewan. Basic insurance coverage is required.

Licence plate insurance coverage

Your licence plates carry basic insurance coverage in three areas:

- collision and comprehensive (damage to your vehicle)
- personal injury benefits
- third-party liability

Collision and comprehensive is also known as "physical damage" coverage. It pays for damage to your vehicle due to a collision or other occurrence such as hail, fire or theft.* Claims for damage to your vehicle are subject to a deductible.

* Vehicles are covered to the Actual Cash Value, which is the market value of your vehicle compared with similar vehicles, with similar equipment, mileage and condition to the insured vehicle (see coverage limitations on page 55 of the *Driver's Licence and Basic Auto Insurance* brochure).

Personal injury benefits provide Saskatchewan residents with injury and death benefits if they are injured or killed in an automobile collision anywhere in Canada or the United States. All Saskatchewan residents have a choice between two equally priced auto injury coverages – No Fault Coverage and Tort Coverage.

No Fault Coverage provides a comprehensive package of benefits that will cover the majority of your expenses if you're injured in an auto collision. If someone else is found responsible for the collision, No Fault Coverage allows you to sue for expenses above the package of benefits. It does not allow you to sue for pain and suffering, except in very limited circumstances.

Tort Coverage provides a basic package of benefits that will cover some of your expenses if you're injured in an auto collision. If someone else is found responsible for the collision, Tort Coverage allows you to sue for expenses above the package of benefits and for pain and suffering, subject to a $5,000 deductible.

Third-party liability coverage provides you, the vehicle owner, with up to $200,000 to pay for damages your vehicle causes to the property of others or injuries it causes to others.

Your vehicle deductible

Your plate insurance covers loss of, or damage to, your vehicle and its equipment from causes such as collision, upset, fire, theft, windstorm or hail, subject to your deductible.

A deductible is applicable to any vehicle loss you may have. It is the amount you are required to pay before your licence plate insurance benefits begin to cover the remaining costs.

For example, if your deductible is $700 and you're responsible for a collision which causes $2,000 worth of damage to your vehicle, then SGI will pay for damage in excess of your deductible. You will be responsible for the first $700, while SGI will pay the remaining $1,300.

However, if it is determined that another Saskatchewan driver/owner is responsible for the damage and that person can be identified, that person's insurance will pay for your damage, including your deductible and any other reasonable out-of-pocket expenses.

Coverage for specific single-vehicle losses

Single-vehicle collision – Your damages are covered for the amount in excess of your deductible. You may be able to recover your deductible when there is a responsible party to pursue. Your adjuster will assist you with this. In most single-vehicle collisions the driver is responsible and must pay their own deductible.

Storm or weather-related damage – Even though you are not at fault for weather-related damage, such as hail damage or a tree falling on your vehicle, the deductible applies as there is no responsible party to pursue.

Collision with an animal – If you carry only the compulsory plate insurance, the deductible applies. If you carry additional auto insurance the deductible may be waived for any collision with an animal.

Hit and run – Your damages are covered for the amount in excess of your deductible. You may be able to recover your deductible if the responsible party is identified. Your adjuster will assist you with this.

Theft or vandalism – If you carry only the compulsory plate insurance, the deductible applies. If the responsible party is identified, you may be able to recover your deductible. If you carry additional auto insurance the deductible may be waived for theft of the entire vehicle.

Coverage for multiple-vehicle losses

You're not at fault for the collision – You do not pay the deductible in most cases. The party found at fault for the collision is responsible for your damage, including your deductible. Once your adjuster has confirmed your coverage, you may have your vehicle repaired at the autobody shop of your choice.

You're at fault for the collision – As the at-fault driver you are responsible for your full deductible. Your licence plate insurance will also pay the other driver's deductible and cover any damage to their vehicle.

Shared responsibility for the collision – When two motorists are each found partially responsible for a collision, both drivers pay a portion of their deductible if their vehicle is damaged. For example, if you are found 25% responsible for a collision you pay 25% of your deductible.

Personal Auto Injury Insurance

The Personal Auto Injury Insurance program provides coverage for Saskatchewan residents injured in automobile collisions anywhere in Canada or the United States. Coverage provided depends on which of two auto injury products you choose – No Fault Coverage or Tort Coverage.

No Fault Coverage

Saskatchewan residents with No Fault Coverage receive a comprehensive package of benefits regardless of the circumstances of the collision. Benefits include coverage for income loss, medical and rehabilitation expenses, permanent impairment and death benefits. Those with No Fault Coverage can sue for certain expenses not covered by their benefits, as well as for income loss which exceeds the benefits provided by the plan. Except in very limited circumstances, they cannot sue for pain and suffering.

Tort Coverage

Saskatchewan residents with Tort Coverage receive a basic package of benefits regardless of the circumstances of the collision. Benefits include some coverage for income loss, medical and rehabilitation expenses, permanent impairment and death benefits. Those with Tort Coverage who are not totally at fault for the collision can sue for expenses and income losses not covered by their benefits and for pain and suffering, subject to a $5,000 deductible.

For more information on No Fault Coverage, Tort Coverage or how to choose your auto injury insurance, visit SGI's website at www.sgi.sk.ca or ask any SGI office or SGI motor licence issuing office for informational materials that explain the coverages.

2.3 GRADUATED DRIVER'S LICENSING

What is Graduated Driver's Licensing?

Graduated Driver's Licensing is a program designed to improve road safety by exposing new drivers to incremental levels of risk as they gain more experience in the driving environment. New drivers, regardless of age, are provided with the support, skills and experience they need as they work towards becoming fully qualified drivers.

There are three stages to Saskatchewan's Graduated Driver's Licensing Program – Learner, Novice 1 and Novice 2. As drivers pass through these stages, they will see fewer restrictions at each stage until they graduate to an experienced Class 5 driver's licence. The Learner, Novice 1 or Novice 2 driving status is indicated on the driver's licence.

Steps in the Graduated Driver's Licensing Program

1. Obtain a Learner's licence.
2. Practise driving for nine months with a supervising driver.
3. Complete the required mandatory driver training education.
4. Pass a road test.
5. Practise driving as a Class 5 Novice 1 driver for six months.
6. Drive as a Class 5 Novice 2 driver for 12 months with no incidents (i.e. at-fault collision, traffic conviction and suspension free).

   In the event of an incident, the Novice 2 driver will be required to restart the 12-month incident-free period again.
7. Graduate to an experienced Class 5 driver's licence.

Graduated Driver's Licensing Program

	Class 7 - Learner 9 months	Class 5 - Novice 1 6 months	Class 5 - Novice 2 12 months	
Requirements	16 years of age (15 years of age high school program)	16 years of age		YOU HAVE GRADUATED TO AN EXPERIENCED LICENCE!
	Pass written test	Pass Class 5 road test		
	Nine months – excludes interruptions (non-renewal, refusal, suspension)	Six months – excludes interruptions (non-renewal, refusal, suspension)	12 months – excludes interruptions (non-renewal, refusal, suspension); and 12 months – at-fault collision, traffic conviction and suspension free	
	Mandatory education - high school training (30 hours in-class, six hours in-car) or commercial training (six hours in-class, six hours in-car)			
Restrictions	Must have a supervising driver in the front passenger seat at all hours	One passenger only who is not immediate family member; and	Number of passengers limited to number of seatbelts	
	Supervising driver must be an experienced, licensed driver	Other passengers must be immediate family members* and are limited to number of seatbelts		
	Between the hours of midnight and 5 a.m., passengers must be immediate family members*			
	Number of passengers limited to the number of seatbelts			
	Cannot consume any amount of alcohol and drive (zero BAC)	Cannot consume any amount of alcohol and drive (zero BAC)	Cannot consume any amount of alcohol and drive (zero BAC)	
	Cannot be a supervising driver	Cannot be a supervising driver	Cannot be a supervising driver	
	Cannot obtain a commercial driver's licence or school bus endorsement	Cannot obtain a commercial driver's licence or school bus endorsement	Cannot obtain a commercial driver's licence or school bus endorsement	

* Immediate family members are defined as spouse, child, parent, step-parent, sibling or grandparent.

Graduated Driver's Licensing Improvement Program

Drivers in any stage who are found at-fault for a collision, or who receive convictions or suspensions, will be placed in the Graduated Driver's Licensing Improvement Program. Drivers will progress through the following steps:

- A warning letter will be sent to the driver if the first traffic incident (conviction) has an assigned rating of two points or fewer.*
- If the first traffic incident (conviction, at-fault collision, suspension) has an assigned rating of three to six points, the driver will be required to attend an education or traffic safety seminar.

Each incident thereafter will result in the driver being required to attend further education courses followed by the administrative suspensions:

- Defensive Driving Course
- Driver Improvement Training – educates drivers on the responsibilities and consequences associated with driving and encourages safe driving habits
- 30-day driver's licence suspension
- 90-day driver's licence suspension
- 180-day driver's licence suspension
- Interview and further action

* For a complete list of offence and driver points, call 1-800-667-9868.

Appeals

Drivers can appeal the requirement to attend education courses or licence suspensions to the Highway Traffic Board. The Board is independent from SGI and has the authority to alter the decision, issue a restricted licence or reduce or increase the length of any driver's licence suspension.

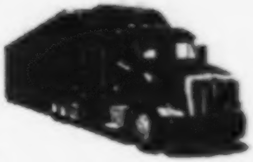
2.4 PROVISIONAL LICENCE

If your licence has been suspended for Criminal Code convictions or certain *Traffic Safety Act* offences, you may be granted a provisional licence. You will have a provisional licence if your driver's licence is reinstated after you have served your entire court-ordered prohibition period, at least half of your statutory suspension and have completed any prescribed education or alcohol addiction recovery programs. A provisional licence grants the driver full driving privileges until the end of the original statutory suspension. The original suspension is reinstated if the zero blood alcohol content (BAC) condition is violated.

2.5 CHANGE OF NAME OR ADDRESS

If you change your name and/or address, you must advise SGI of the changes in writing within 15 days, or call 1-800-667-4686 to register the change. Any changes to name and/or date of birth must be accompanied by a legal document supporting the change. You can notify SGI of your change of address through the Express-Address online service at www.expressaddress.com. This service can also notify several other provincial and municipal government organizations of your address change at the same time.

2.6 CLASSIFIED LICENCE SYSTEM[1]



LICENCE CLASS 1 – MINIMUM AGE: 18

PERMITS THE LICENCE HOLDER TO OPERATE

- Class 1 vehicles – that is, power units and semi-trailers, and trucks which have a trailer(s) or vehicle(s) in tow where the gross weight of the towed unit(s) exceeds 4,600 kg
- Motor vehicles in classes 2, 3, 4 and 5

DOES NOT PERMIT THE LICENCE HOLDER TO OPERATE

- Vehicles with air brakes, motorcycles or school buses without an appropriate endorsement(s)

REQUIREMENTS

MINIMUM AGE – 18 years and not a novice driver

MEDICALLY FIT – See page 15

ROAD TEST – Must take a road test in a Class 1 vehicle

KNOWLEDGE TESTS – Written or oral tests for Class 1 vehicles

LICENCE CLASS 2 – MINIMUM AGE: 18

PERMITS THE LICENCE HOLDER TO OPERATE

- Class 2 vehicles – that is, buses having a seating capacity in excess of 24 passengers, while carrying a passenger or passengers
- Motor vehicles in classes 3, 4 and 5
- Class 1 vehicles as a learner with appropriate endorsement

DOES NOT PERMIT THE LICENCE HOLDER TO OPERATE

- Vehicles with air brakes, motorcycles or school buses without an appropriate endorsement(s)

REQUIREMENTS

MINIMUM AGE – 18 years and not a novice driver

MEDICALLY FIT – See page 15

ROAD TEST – Must take a road test in a Class 2 vehicle

KNOWLEDGE TESTS – Written or oral tests for Class 2 vehicles

LICENCE CLASS 3 – MINIMUM AGE: 18

PERMITS THE LICENCE HOLDER TO OPERATE

- Class 3 vehicles – that is, trucks with more than two axles, except trucks registered in Class F, and trucks with more than two axles which have a trailer(s) or vehicle(s) in tow, except trucks registered in Class F, where the gross weight of the towed unit(s) does not exceed 4,600 kg
- Motor vehicles in classes 4 and 5
- Power units with more than two axles, when not towing a semi-trailer
- Class 1 or 2 vehicles as a learner with appropriate endorsement

DOES NOT PERMIT THE LICENCE HOLDER TO OPERATE

- Vehicles with air brakes[2], motorcycles or school buses without an appropriate endorsement(s)

REQUIREMENTS

MINIMUM AGE – 18 years and not a novice driver

MEDICALLY FIT – See page 15

ROAD TEST – Must take a road test in a Class 3 vehicle

KNOWLEDGE TESTS – Written or oral tests for Class 3 vehicles

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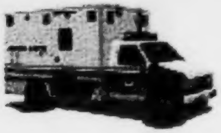
[1] *– For further clarification, contact your local driver examiner*

[2] *– Persons with Class 3 or 5 vehicles (registered farm only) with air brakes are not required to have the air brake endorsement*



LICENCE CLASS 4 – MINIMUM AGE: 18

PERMITS THE LICENCE HOLDER TO OPERATE

- Class 4 vehicles – that is,
    - buses that have a seating capacity of not more than 24 passengers, when transporting passengers
    - vehicles registered in Class PT when transporting not more than 24 passengers for hire
    - vehicles registered in Class PB or PC
        - when transporting not more than 24 passengers for hire; and
        - when not used exclusively to transport passengers with a disability and any attendants to those passengers
    - ambulances when being used for hire
    - motor vehicles in Class 5

DOES NOT PERMIT THE LICENCE HOLDER TO OPERATE

- Vehicles with air brakes, motorcycles or school buses without an appropriate endorsement(s)

REQUIREMENTS

MINIMUM AGE – 18 years and not a novice driver

MEDICALLY FIT – See page 15

ROAD TEST – Must take a road test in a Class 4 or 5 vehicle

KNOWLEDGE TESTS – Written or oral tests for Class 4 vehicles

*LICENCE CLASS 5 – MINIMUM AGE: 16 **

PERMITS THE LICENCE HOLDER TO OPERATE

- Class 5 vehicles – that is, cars, vans[3], two-axle trucks, two-axle vehicles having a trailer(s) or vehicle(s) in tow where the gross weight of the towed unit(s) does not exceed 4,600 kg, buses when not transporting passengers, three-axle motorhomes, taxis and ambulances when not used for hire
- Law enforcement vehicles when being used for law enforcement purposes
- Two-axle farm trucks towing vehicles which have a gross weight that exceeds 4,600 kg
- Farm trucks with more than two axles
- Vehicles registered in Class PB or PC when used exclusively to transport, for hire, not more than 24 passengers with a disability and any attendants to these passengers
- Class 1, 2, 3 or 4 vehicles as a learner with appropriate endorsement 1, 2, 3 or 4 (minimum age 18 and not a novice driver)

DOES NOT PERMIT THE LICENCE HOLDER TO OPERATE

- Vehicles with air brakes[4], motorcycles without an appropriate endorsement(s)

continued on next page

*LICENCE CLASS 5 – MINIMUM AGE: 16 **

REQUIREMENTS

ROAD TEST – Must hold a Class 7 licence for nine months. Must take a road test in a Class 5 vehicle

KNOWLEDGE TESTS – Written or oral tests for Class 5 vehicles

*LICENCE CLASS 7 – MINIMUM AGE: 16 ** *15 with High School Driver Education*

PERMITS THE LICENCE HOLDER TO OPERATE

- Class 5 vehicles as a learner
- Motorcycles under certain circumstances with appropriate endorsement (minimum age 16)

REQUIREMENTS

KNOWLEDGE TESTS – Written or oral tests for Class 5 vehicles

IDENTIFICATION – **You are required to show your full name and date of birth by a birth certificate, passport or immigration documents. You will also be required to provide a signature from a Saskatchewan Health card, passport or a driver's licence from a Canadian jurisdiction or any document acceptable to SGI. If your name has changed due to marriage or for other reasons, please bring documentation to support the name change. Be sure to take several pieces of original identification with you (photocopies are not acceptable).**

LICENCE CLASS 5:

[3] *– If transporting more than 12 passengers, the driver must be at least 18*

[4] *– Persons with Class 3 or 5 vehicles (registered farm only) with air brakes are not required to have the air brake endorsement*

** Persons under age 18 require parental consent to obtain driving privileges. Once consent has been granted it cannot be withdrawn*

The holder of a Class 7 licence must be supervised. The driving supervisor must:

- at all times, be capable of assuming operation of the vehicle;
- hold a minimum of a valid Class 5 driver's licence;
- have held a valid licence for a minimum of 365 days in the preceding three years (but is not a novice driver); and
- occupy the seat nearest to the driver and the vehicle controls.

The licence of any 15-year-old person who discontinues the High School Driver Education Program will be cancelled.

2.7 MEDICAL REQUIREMENTS

When you apply for, or renew, your driver's licence, any medical condition that may affect your ability to drive must be reported to SGI. Write this information on a supplementary insurance form, available from all licence issuers. **Failure to report medical conditions could result in a loss of insurance coverage.** For more information contact SGI's Customer Service Centre in Regina at 306-775-6900, or toll free at 1-800-667-9868.

NOTE: The holder of a Class 1 to 5 driver's licence is permitted to operate a snowmobile or ATV. All snowmobile operators born after Jan. 1, 1989 must have taken an approved safety course in addition to holding a Class 1 to 5 driver's licence. The holder of a Class 7 driver's licence is permitted to operate an ATV or snowmobile provided they are accompanied by someone who holds a Class 1 to 5 driver's licence or supervised (within 5 m of and in view of) by someone on another machine that holds a Class 1 to 5 driver's licence.

For more information regarding snowmobiles and ATVs call SGI's Customer Service Centre at 306-775-6900 or 1-800-667-9868.

Individuals applying for a Class 1, 2, 3 or 4 driver's licence, or a Class 5 licence with a 1, 2, 3, 4 or "S" endorsement, are required to meet medical standards and file a medical report with SGI before testing begins.

2.8 MANDATORY DRIVER EDUCATION

No holder of a Class 7 licence is eligible for a higher class of driver's licence unless the driver has completed the High School Driver Education Program or has received a minimum of six hours of in-car and six hours of in-class instruction from a licensed driving instructor. Be sure to attend the parent information night sponsored by your high school educator.

A Driver Education Certificate will be issued by the instructor upon completion of your training and must be presented to the driver examiner prior to a road test.

2.9 PREPARING FOR YOUR ROAD TEST

Get plenty of practice under a variety of driving conditions. Be sure to practice exactly the way your instructor taught you. Keep a record of your practice using the Practice Log available from your driver educator or SGI. Learner driver signs and *A guide for parents of new drivers* booklet are available free of charge from SGI.

2.10 BEFORE THE EXAMINATION

Once you feel confident you are ready to take a driver examination, book an appointment at the nearest driver examination office. To book an appointment, you must obtain a receipt from a motor licence issuer and produce the receipt for each examination before the test is booked. Photocopied receipts are not accepted. You must also supply your driver's licence (PIC) number at the time you book your appointment.

To book an appointment, call toll free **1-800-667-5111** in southern Saskatchewan or **1-800-667-5105** in northern Saskatchewan. If you do not cancel your appointment and you do not attend your exam, a four-week waiting period can be applied before the next appointment is booked. If you are booking your test in Regina or Saskatoon, do not call the toll-free numbers. Call these offices directly at 775-6174 (Regina) and 683-2320 (Saskatoon). Office hours are 8 a.m. to 5 p.m., Monday to Friday, and 9 a.m. to noon and 1 to 4 p.m. on Saturday in Regina and Saskatoon. Written tests are available in Regina and Saskatoon without an appointment. Written tests are conducted from 8 a.m. to 4 p.m., Monday to Saturday. Tests are not available on Saturdays of long weekends.

2.11 YOUR TEST

For all classes of licence you are required to pass three types of tests including:

- knowledge tests
- a vision test
- a road test

Some classes of licence also require a medical examination.

Knowledge tests

The knowledge tests consist of two parts:

- driving situations, as well as the rules of the road
- sign identification

Cell phones and electronic devices are not allowed in the test area. If you fail any part of these tests, you will be required to rewrite only the examination(s) you failed. You may write only once per day.

If you are unsure about the meaning of any of the questions, please ask the examiner to assist you.

Sample test questions are available on the Saskatchewan Learning website at: http://letmedrive.loccsd.ca/index.html or by accessing the link on the SGI website.

Vision test

The vision test may include:

- a colour test
- a field of vision test
- a visual acuity test
- distance judgment

There are certain minimum vision standards you must meet. If you fail to meet those standards, you may be referred to an ophthalmologist or optometrist for further testing, and possible prescription of glasses or contact lenses. If you can pass the eye test only when you are wearing your glasses or contact lenses, you will be issued a restricted licence. **This means your driver's licence will be valid only when you are wearing prescribed corrective lenses.**

Learning period

The holder of a Class 7 licence must retain that classification for at least nine months before becoming eligible for any examinations toward obtaining a licence in any other class.

Road test

You are required to take a road test in the appropriate class of vehicle and **you must supply the vehicle.**

The road test is an evaluation of your ability to safely operate a vehicle. You will be tested on:

- starting
- stopping
- turning
- traffic signs and signals
- proper lane driving
- travelling through controlled and uncontrolled intersections
- parallel parking and backing up
- anticipation of potential hazards
- various safe driving practices like speed selection and steering techniques

If you have any questions about the test, the examiner will be happy to answer them for you before the test starts.

NOTE: No pets or passengers, other than examination staff, are permitted in your vehicle during the road test.

A road test will be refused if:

- you are late for your appointment
- you do not have the appropriate driver's licence or have not paid the exam fee
- you cannot provide a Driver Education Certificate as proof of having completed the required driver education
- you have not held a Class 7 licence for at least nine months
- you do not meet the vision or medical fitness standards
- you drive to the test office illegally
- the vehicle you provide for the road test is unsafe or not equipped in accordance with the law. The Driver Examiner will inspect the vehicle before the test begins. The following list of equipment must be in working order, or the test can be refused:
  - horn
  - signal lights
  - brake lights
  - headlights (as required)
  - windshield wipers (as required)
  - working defrost (as required)
  - seatbelts
  - speedometer
  - one valid licence plate properly attached to the rear of the vehicle
  - unobstructed windshield
  - no aftermarket tinting on the windshield or front side windows
  - functioning driver's and front passenger's doors
  - proper seats
  - the passenger compartment of the vehicle is not clean
  - the vehicle is not the right class for the licence you want

You will fail the road test if you:

- exceed the speed limit
- are involved in a collision for which you are 50 per cent or more responsible
- fail to stop where required
- fail to yield to vehicles and pedestrians
- fail to wear a seatbelt
- cannot parallel park
- disobey traffic lights
- fail to follow a request from the examiner
- require the assistance of the examiner
- make a combination of minor mistakes

At the end of the road test, a complete report will be given to you with all errors explained. If you were unsuccessful, the report will indicate where improvement is required. When you have had more practice, you may make an appointment for another road test. You must pay an additional test fee before each road test.

If you are applying for a Class 5 licence and fail your road test, you must wait two weeks before you may repeat it. Additional training may be recommended or a longer learning period imposed.

If you were successful on the road test you must take the Driver Examination Certificate to any SGI motor licence issuer within 12 months to have your new class of licence validated. There may be an administration fee for this service.

Basic information and rules of the road

3.1 SPEED

There are speed limits on all Saskatchewan roads, streets and highways. Emergency vehicles responding to an emergency may exceed the speed limit.

On most provincial highways, and in urban areas, speed limit signs are posted. In the absence of signs, the speed limit is 80 km/h. Most urban centres post speed limit signs at the entrances to the town or city. Those speed limits apply to all locations within community boundaries, unless otherwise posted. The speed limit means the fastest you can travel under ideal conditions.

The maximum speed limit when passing tow trucks or emergency vehicles that are stopped with their lights flashing or when passing Ministry of Highways and Infrastructure equipment with lights flashing, whether in motion or not, is 60 km/h. Within the "orange zone," (road maintenance areas) motorists are required to slow down and travel 60 km/h, or the posted speed, only while passing workers or equipment occupied by a worker. However, some cities have bylaws requiring drivers to obey orange zone speed signs through the entire construction area, whether or not workers are present. Please be familiar with the bylaws in your area.

Drivers are also required to reduce their speed to 60 km/h when passing a tow truck stopped on a highway with its amber beacon flashing and are rendering assistance to a disabled vehicle.

In school zones drivers must be particularly careful. Each city or town sets speed limits in school zones through local bylaws. As a result, laws vary from place to place so watch for signs. If there are no signs, it is still advisable to reduce your speed and proceed cautiously in school zones.

You must slow down when approaching animals on or near the road.

Regardless of the posted, or basic, speed limit you must never travel faster than conditions allow for safe and reasonable passage. At the same time, travelling too slowly can be hazardous. You should never drive at a speed slow enough to impede or block other traffic, unless proper safety precautions have been taken.

Racing is illegal on any public road, street or highway.

3.2 CARE AND ATTENTION

You must always drive with care, attention and reasonable consideration for other road users. It is illegal for you, or any of your passengers, to perform stunts or other activities that distract, startle or interfere with other road users.

Driver inattention and driver distraction account for 35% of all factors that cause crashes involving injuries or death in Saskatchewan.

Doing two things at once isn't such a big deal. We do it all the time – walking and talking, jogging and listening to music, or singing and dancing. However, driving requires you to do more than two things at once – steering, braking, shifting gears and watching for traffic all occur at the same time. When you add distractions like eating, grooming or talking on cellular phones, the results can be disastrous. Drivers should devote their full attention to driving. Some of the most common driver distractions include persons, objects or events outside the vehicle, distraction from passengers, looking for or at something in the vehicle, adjusting radio, climate or vehicle controls, smoking and eating or drinking.

Deliberately creating loud and unnecessary noise with a motor vehicle is not permitted.

Cellular phones

Using a hand-held cellphone while driving is prohibited in Saskatchewan for:

- making or receiving phone calls
- sending, receiving or reading text messages
- sending, receiving or reading emails
- surfing the Internet
- using 10-4 "push to talk" technology

Note: Hands-free cellphone devices are also prohibited for drivers in the Graduated Driver's Licensing (GDL) program.

Hand-free use of cellphones while driving is allowed for experienced drivers*, including:

- devices that clip to the visor
- headsets, either wired or wireless
- voice-activated devices
- devices built into the vehicle, such as OnStar or those with Bluetooth technology
- Bluetooth earpieces
- one-touch activication of a speakerphone feature on a cellphone placed within easy reach
- making 9-1-1 calls on cellphones while driving for both new and experienced drivers
- making a call on a cellphones when parked on the side of the road, for both new and experienced drivers

*Experienced drivers are drivers who are not in the GDL program.

3.3 STOPPING AND PARKING

You must move as far to the right as possible when stopping on a road.

When stopping on a rural road or highway you must be 30 m (98 ft.) away from any vehicle stopped on the opposite side of the road or highway.

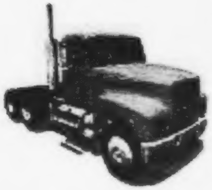
Vehicles stopped on rural roads or highways at night must be marked with flares, hazard lights or reflectors. You must not tamper with the devices used to mark stopped vehicles.

You must come to a complete stop at all stop signs and at railway crossings where signals or gates are activated. After stopping, you may only proceed from a stop sign, or a railway crossing without gates, when it is safe to do so. You must also stop when signaled to by a police officer or a flagperson.

You must not park where painted curbs or signs prohibit parking.

3.4 SHARING THE ROAD

You have to share the road with people who drive a variety of vehicles. The more you know about the particular driving requirements of different vehicles, the better equipped you'll be to share the road and predict the actions of other drivers.



Sharing the road with large trucks

The large truck is a special vehicle. Its motor is not much larger than a large car engine and yet the load it carries can be 50 more times the weight of a car. When accelera g up to speed, truck drivers use up to 18 gear changes. Once they get into top gear, they do not appreciate having to start again. Therefore, avoid forcing a truck driver to slow down.

Large trucks will decrease speed when going uphill. You can expect truck drivers to pick up speed when going down hills to help them get up the other side. Plan your passing manoeuvre accordingly.

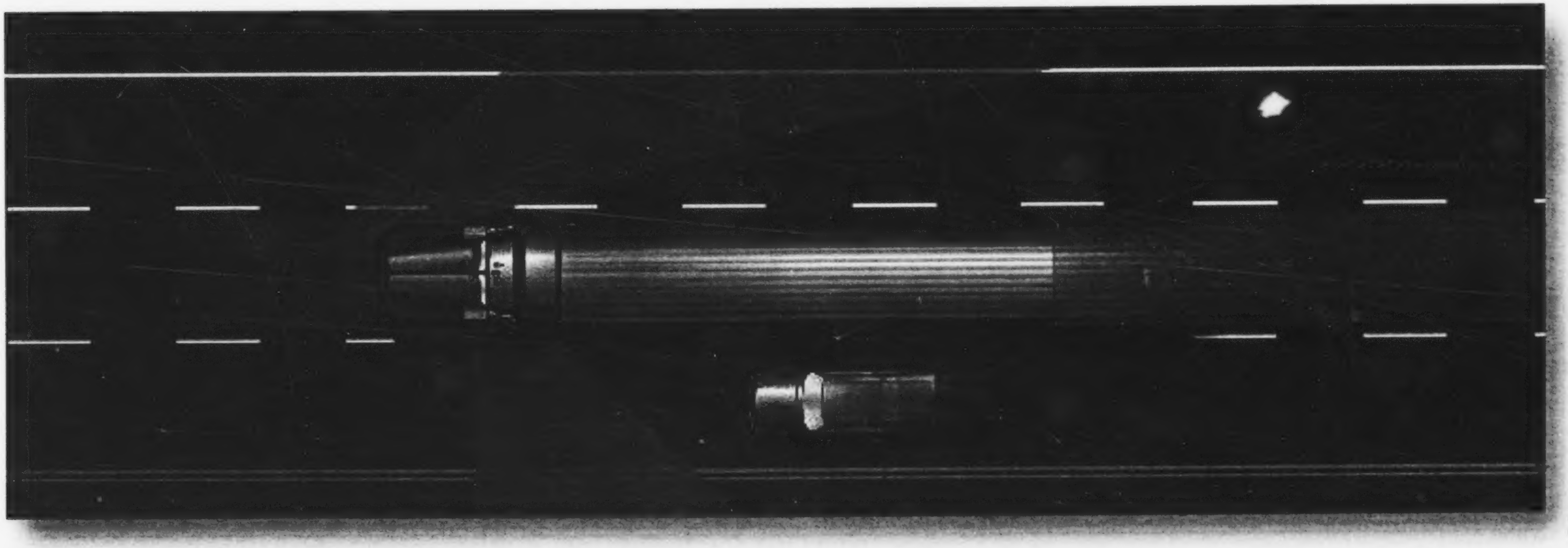
It takes longer to stop a large truck than a car, so a truck driver needs a longer following distance to be safe and in control. Do not cut in front of a large truck immediately after you have passed it.

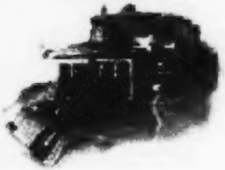
Truck drivers have problems seeing smaller vehicles. Although they have mirrors that help them to see each side, you may not be visible to the driver if you follow too closely. (Besides, you can't see anything yourself.) Realize that in poor weather, exterior mirrors become spotted with rain and dirt and the truck driver does not have an interior mirror. Be sure to make yourself visible. Drive with your headlights on.

The driver of a large truck or bus has difficulty turning sharp corners, particularly to the right. If the driver follows the proper procedure, vehicles facing him on the street he is entering should be prepared for the large truck or bus to enter their half of the roadway. If the large truck operator is not following the proper procedure, vehicles on his right in the street he is leaving should stay well back to avoid being crushed between the large truck and the curb. When you see a large truck or bus making a sharp right turn, give it the room it needs.

All drivers should avoid a large truck's "no-zone." The no-zone refers to the blindspot areas around big trucks, where crashes are most likely to occur. Just like cars, large trucks have blindspots on both sides, but a large truck's are considerably bigger. These blindspots can mean trouble if a trucker decides to change lanes and a car is in the blindspot. In addition to the blindspots on the sides of a large truck, drivers should be careful around the front end of large trucks.

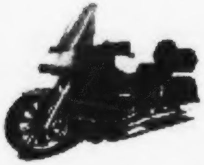
Truckers sit up high and the hood of the cab obscures part of the road ahead. This is why when drivers in a car are passing a large truck, they should make sure they can see the entire truck cab in their rear-view mirror before pulling in front. If a car cuts in too soon, truck drivers are forced to react with little time or room to spare. Large trucks also have deep rear blindspots. A good rule of thumb is that if you can't see the large truck's mirrors, the truck driver can't see you.





Sharing the road with snow plows

- Slow down – STAY BACK and STAY ALIVE when you approach the "mini blizzard" created by a snow plow.
- Snow plows are on highways to clear snow and ice – not get in your way.
- Drivers must slow to 60 km/h when passing Ministry of Highways and Infrastructure equipment with warning lights in operation, whether in motion or not.
- Snow plows must travel slower than average traffic. Be patient and proceed with caution.
- Plows pull over about every 10 km to allow drivers to pass. Wait and pass when it is safe to do so.
- Department crews clear major highways within six hours of the end of a storm to make winter driving safe. Please give them room to work.



Sharing the road with motorcycles

When a motorcycle and a four-wheel vehicle collide, the motorcyclist is at a high risk for being killed or severely injured. Since motorcycles are more agile than cars, their actions are more difficult to predict and their size makes them hard to see.

Most motorcycles are wired so that their headlights are on at all times, making it easier for you to see them. Be alert for motorcycles that do not have their headlights on. During motorcycle season, check twice before making a lane change or turn – once for cars and trucks, and once for motorcycles and bikes.

The same three-second following distance should be given to motorcycles as is given to other vehicles. Following too closely may cause a motorcycle rider's attention to be distracted from the road and traffic ahead.

Motorcyclists are allowed to ride two abreast but most riders prefer to have a full lane width. A skilled motorcyclist is CONSTANTLY CHANGING positions within a lane to increase his ability to see and be seen, and to avoid objects on the road. Never move into the same lane with a motorcycle, even if the lane is wide and the cyclist is riding to one side. It is not only illegal, it is extremely hazardous. When overtaking a motorcycle or bicycle in your lane, you must pass in the same manner as you would pass a car.

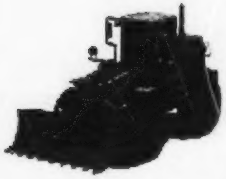
Bad weather and slippery surfaces cause greater problems for motorcycles than for cars. Allow more following distance for motorcycles when the road surface is wet and slippery. These conditions create stability problems.

Being aware of these situations can help you share the road safely with ALL cyclists.

Sharing the road with bicycles

Bicycles are vehicles. More and more people are using bicycles for transportation, not only for recreational purposes, but increasingly for getting to and from work.

Drivers of motor vehicles must learn to share the road with bicycles. Cyclists are not permitted to use the sidewalk. Therefore, motorists must realize that cyclists are required to use traffic lanes.



Sharing the road with farm equipment and overwidth vehicles

Saskatchewan's agricultural base means that farm equipment such as combines, tractors, large cultivators, etc. may be on highways and grid roads from early spring until late fall.

These vehicles create a hazard, as they travel very slowly – 10 to 30 km/h. Therefore, you may come upon them very quickly and you will need to stop or change lanes rapidly.

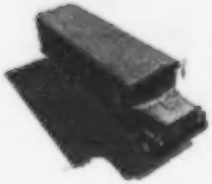
Sharing the road with snowmobiles

If snowmobiles were always operated according to the law, there would be little chance of conflict with other vehicles on the streets and highways. Unfortunately, this isn't always the case.

Snowmobiles are difficult to see because they are small and low. These features, accompanied by exposure to weather, also make it difficult for the snowmobile operator to see. As snowmobiles are useful in storms, they are likely to be out when visibility is poor.

Finally, young children with little road experience operate snowmobiles. When you see a snowmobile, anticipate that it may cross the road suddenly, or go out of control, and decide how you will react.

In some municipalities, local bylaws permit snowmobiles to be operated on the street.



Sharing the road with school buses

School bus drivers have a difficult job. There are plenty of distractions inside the bus. Knowing this, you should make extra allowances, and be aware of the possibility that the bus driver may not see you or your signals. Rear-end collisions are the most frequent type of crash involving school buses and are usually caused by another driver failing to stop while the bus is loading or unloading passengers.

When approaching a school bus, begin to slow down as soon as the flashing red stop lamps come on, so the bus driver can see that you are going to stop. If you are behind the bus you may not pass once the flashing lights are activated. If you are approaching the bus from the opposite direction and you are too close to stop, you may pass the bus if you do so before the stop arm is extended. The single greatest threat to the safety of children who ride school buses is motorists who pass the bus when children are loading or unloading.

SCHOOL BUS
STOP

When approaching a bus that has its stop arm out and its flashing lights activated, as a driver:

- You must stop no closer than 5 m (15 ft.) from the front or back of the bus.
- You must not advance your vehicle until the bus driver turns off the flashing red stop lamps and deactivates the stop arm.
- Before moving, check to see that all children have safely crossed the roadway.

Passing a school bus with flashing lights is a serious offence and will result in a minimum fine of $335. You do not have to stop for a school bus if you are travelling in the opposite direction on a divided highway. Some cities, towns and villages may have a bylaw prohibiting the use of flashing red stop lamps and stop arms on school buses. In those communities you are allowed to pass the bus. Drivers are not required to stop for buses displaying four-way hazard lamps, **however, use caution, go slowly and always watch for children crossing.**

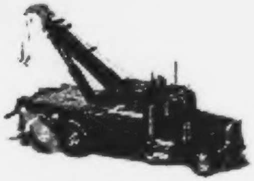
Sharing the road with emergency vehicles

All emergency vehicles (fire engines, police vehicles and ambulances) have the right of way when displaying flashing lights and using sirens (sound devices).

- When approached by an emergency vehicle with its lights flashing or sirens engaged, you must immediately drive as closely as possible to the right edge of the roadway and not enter the next intersection until the emergency vehicle has passed. The only exception is if a peace officer gives you other directions. On one-way streets, pull right or left to the nearest curb.
- At an intersection, you must stop and let the emergency vehicle through the intersection, unless given other directions by a peace officer.

If the emergency vehicle has its lights flashing, but no siren engaged, motorists in the vicinity should extend the same privilege as previously mentioned while meeting or being overtaken by the emergency vehicle.

- When an emergency vehicle is stopped on the highway with its emergency lights in operation, you must slow down to 60 km/h when passing it. This does not apply to vehicles travelling in the opposite direction on a divided highway. However, this does apply when travelling in the opposite direction on an undivided highway.
- Never attempt to follow an emergency vehicle going to, or coming from, an emergency.



Sharing the road with tow trucks

When a vehicle used exclusively for towing or rendering assistance is stopped on a highway with its amber lights in operation rendering assistance to a disabled vehicle, drivers must slow to 60 km/h when passing. This does not apply to vehicles travelling in the opposite direction on a divided highway. However, this does apply when travelling in the opposite direction on an undivided highway.

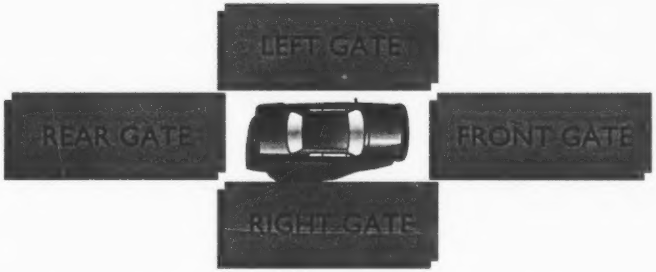
Sharing the road with funeral processions

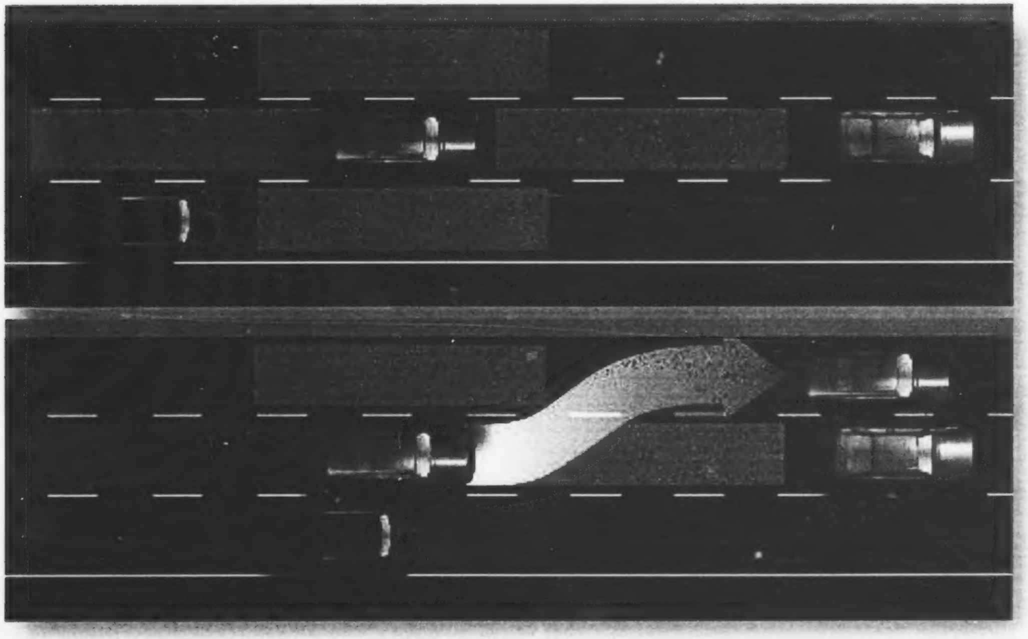
Funeral processions have special privileges and should not be interfered with or interrupted. They must, however, obey all traffic signs and signals – unless all drivers with the right of way stop to permit the procession to proceed.

3.5 THE CONCEPT OF GATES

The concept of "gates" is introduced to help you understand how to deal with vehicles around you.

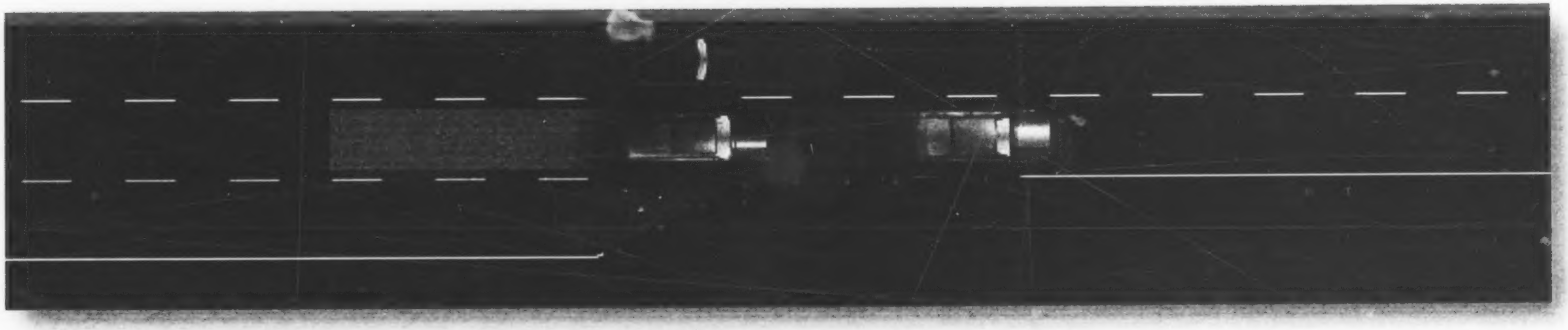
Imagine four gates surround your vehicle at all times. One gate is located in front of the vehicle, one is behind and one is on each side of the vehicle.





When you are travelling alone in the centre lane of a road where there are three lanes provided in the direction that you are travelling, all four gates are open to you. This means you can move ahead, slow down and drop back, or move to your right or left, and still continue uninterrupted movement.

If a gate is open you can drive into it whenever you want to. A safe driver **always** tries to have at least **two open gates** to provide options for emergency movement.



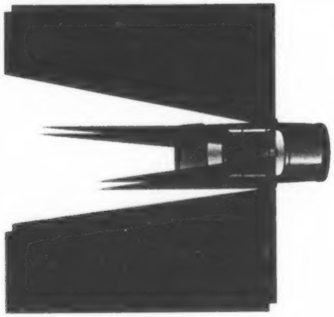
If a gate is closed – by another vehicle, a curb, a guardrail or even deep snow – you lose the opportunity to move into the area that gate controls.

Check your mirrors to ensure you know which gates are open. You need to check your inside mirror and your left outside mirror often. When you are a more experienced driver, start using your right mirror, if you have one.

While you are not required to identify a vehicle in detail, you should know whether the rear gate is open so that you could drop back if you wished.

If the vehicle behind you is tailgating, then your rear gate is closed. You need to leave extra following distance ahead to allow room if you have to stop. Increase your following distance to five or six seconds. (See "Using time to estimate your following distance," page 83.)

How often you check your mirrors depends upon the number of lanes and the amount of traffic. If you have ever been surprised by a vehicle overtaking you, then you are not looking in your mirrors often enough.



3.6 BLIND SPOTS

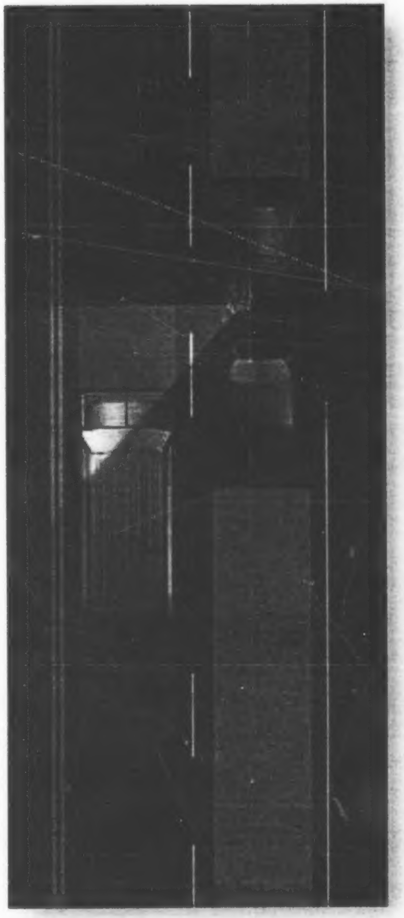
A blind spot is an area alongside your vehicle that you can't see when using any of your mirrors. It's important to check these "blind spots" to ensure your side gates are open, particularly if you are going to change lanes.

A quick glance over your shoulder, or "shoulder check," can allow you to see the entire side gate area of your vehicle, which could be a blind spot.

Shoulder check your blind spot for the gate you are driving into. For the left side, turn your head left until you are looking along your shoulder. You are checking to see if there is a vehicle closing your gate. If there is something there, do not try to move into that space. To check the right side, you need to turn your head to the right.

For your own safety and the safety of other motorists, it is very important that you don't drive in other drivers' blind spots. Move forward, or drop back, as soon as you notice this situation.

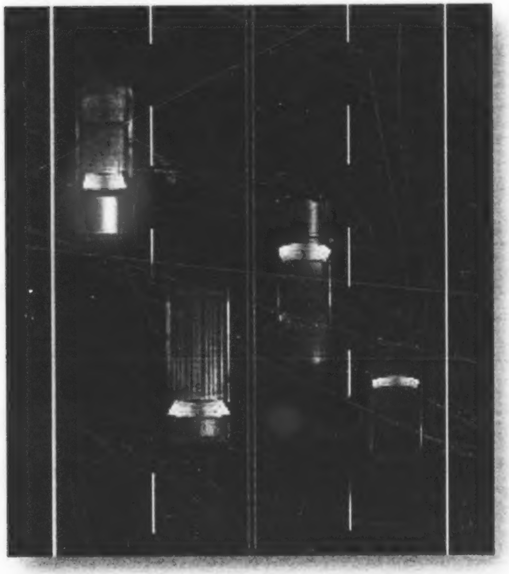
The blind spot can be significantly reduced if your mirrors are properly adjusted (see page 99).

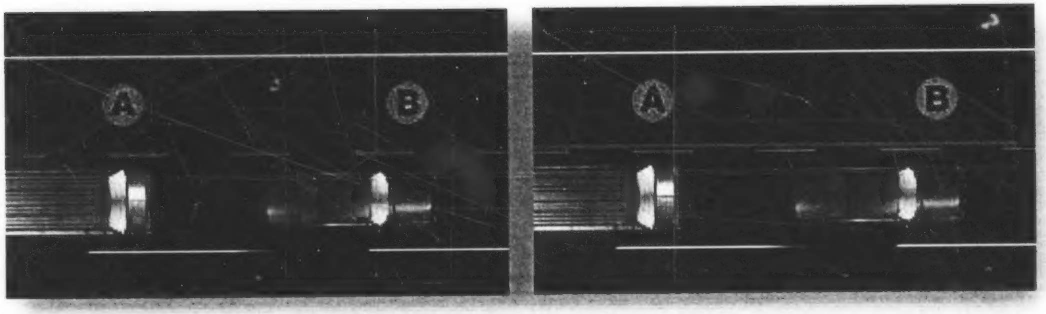


3.7 DIRECTIONAL DIVIDING LINES

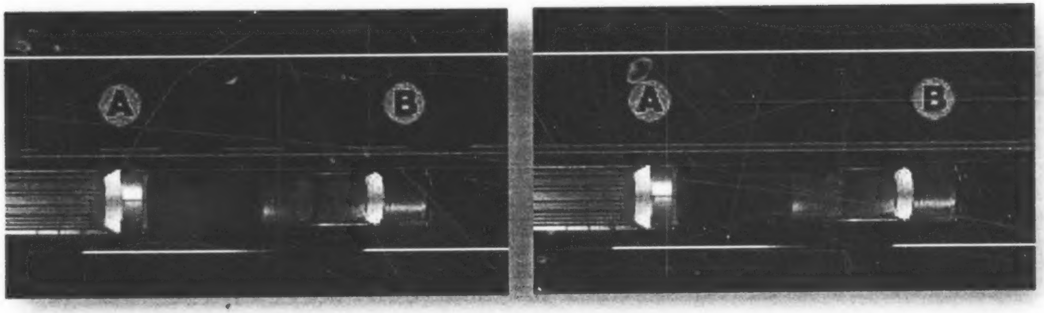
Yellow directional dividing lines separate traffic travelling in opposite directions.

White line markings are used to separate traffic travelling in the same direction.





Vehicle A may pass if the road is clear ahead and behind.



Vehicle A must not pass or make a left turn between intersections.

3.8 TRAFFIC LANES

On roads with marked lanes, you must travel entirely in one lane. Where there are no lane lines marked, you should travel as if there were markings there. Changing lanes is permitted only when safe to do so.

Where a solid line separates lanes, you may not move across the solid line. The only exceptions are double lines in the centre of a highway where the line nearest you is a broken line (see the preceding illustrations) or centre turning lanes (see page 44).

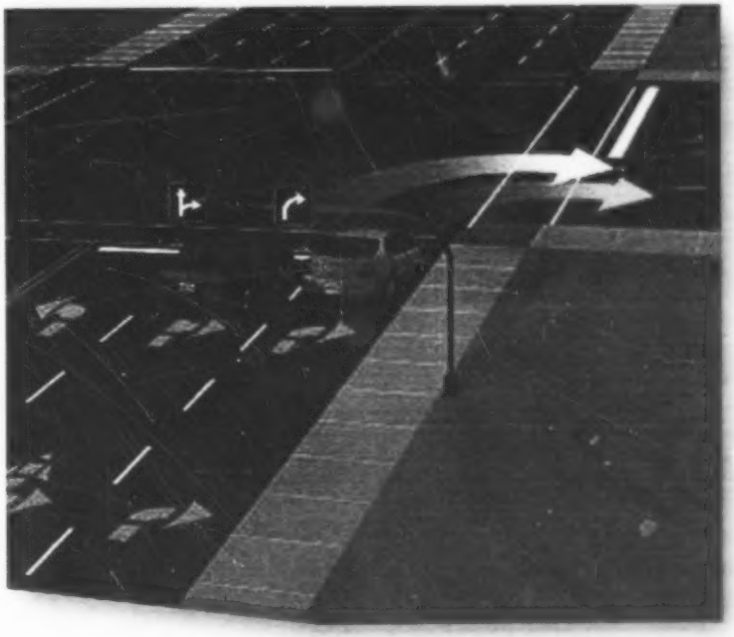
3.9 LANE POSITION

On highways or rural roads, keep to the right of your lane.

In urban areas, you will usually drive in the middle of the lane. However, your position in the lane should allow you to see as much as possible.

Your lane position provides information to other drivers. If you intend to turn left, move to the left side of the lane. If you are going to turn right, move to the right side of the lane, but be careful to leave enough room for passing parked vehicles.

At some intersections, signs or traffic lights indicate two or more lanes may be used to complete a turn. At these locations, you must approach the intersection and complete the turn in the same relative lane position.



3.10 LANE SELECTION

Choose the driving lane that gives you the best vision and allows you to keep the maximum number of gates open.

- On slippery surfaces, pick the part of the lane that offers the most traction.
- When turning at intersections, choose the lane that the law says you must take. (See "Turning," page 38.) On a divided highway use the left lane to approach a left turn off the highway.
- On a multi-lane divided highway, slower vehicles should travel in the right-hand lanes. Just because you are driving at the speed limit, you are not entitled to "camp" in the left lane. This forces other drivers to pass on the right, which is not as safe as passing on the left. The habit also makes it much more difficult to predict what everyone else is going to do to get around you.

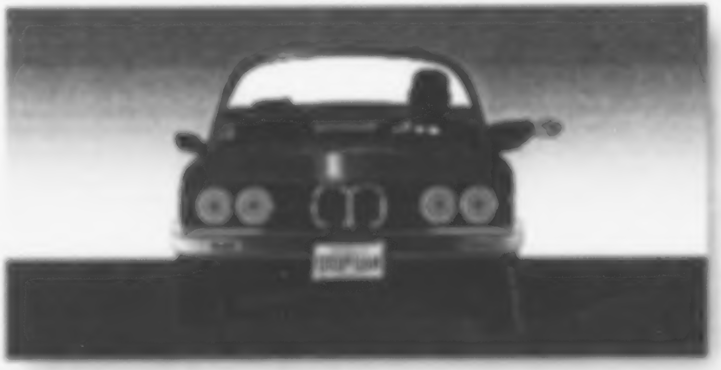
It is not a good practice to drive on the shoulder portion of the road. The area of the roadway to the right of the solid white line is designed for stopped vehicles. As well, the shoulder can be used for emergency manoeuvres. The shoulder should not be considered an extra driving lane. Some highways have rumble strips on the shoulder, and in some cases on the centre line, to alert drivers when they drift out of their lane.

3.11 SIGNALLING

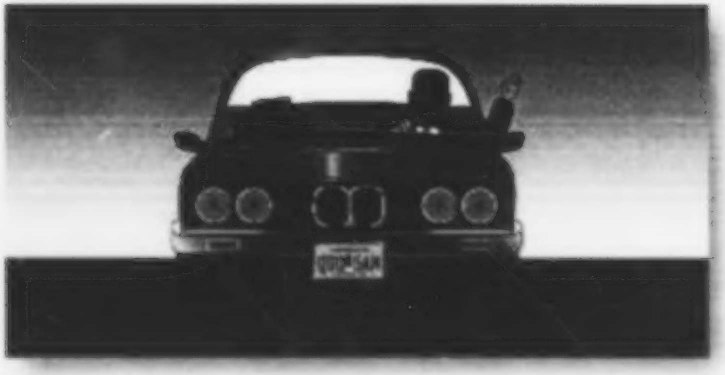
You must turn on your signal lights in advance of your turn or lane change. A good rule when driving at speeds under 60 km/h is to signal at least 30 m before turning. At higher speeds, signal at least 150 m from the corner.

When changing lanes, you must signal and do mirror and shoulder checks before you begin to move out of your lane.

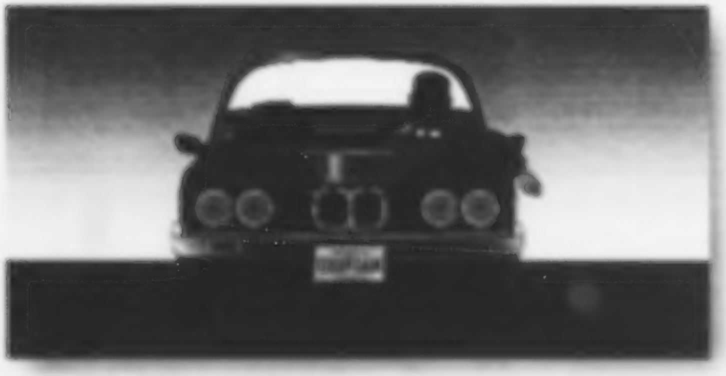
If your signal lights or brake lights fail, these hand signals must be used.



Left turn



Right turn



Stopping or slowing abruptly

Turn signals

When you use turn signals, you are saying, "I intend to turn or change lanes." If you wait until you are actually turning or changing lanes before you signal, you are not telling other drivers what you intend to do. They can already see that you are turning.

The procedure when you plan to turn or change lanes:

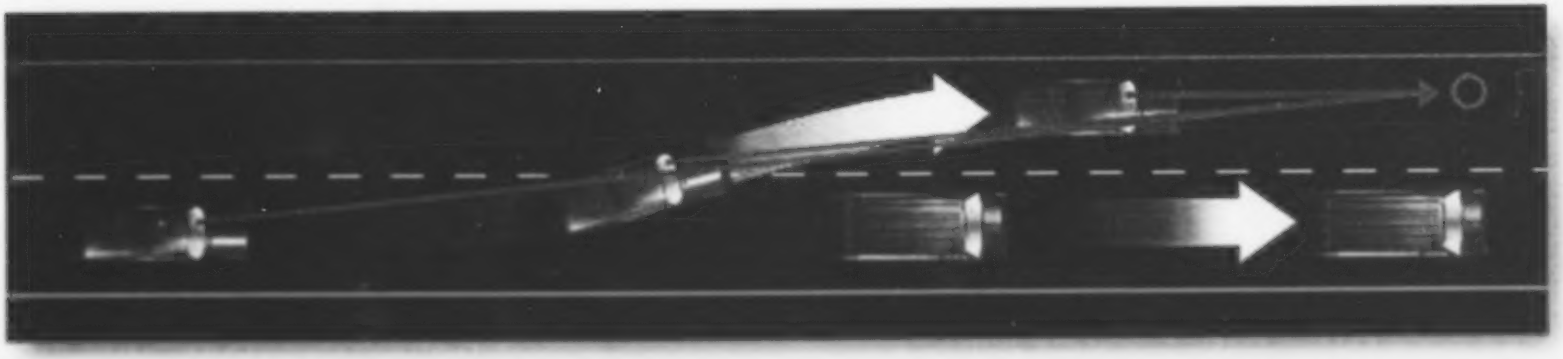
1. Assuming that you know the status of your gates and are properly positioned for the turn, signal.
2. Check your mirror.
3. Shoulder check your blind spot for the gate you are moving into.
4. Start the turn or lane change.

3.12 CHANGING LANES

The procedure for changing lanes:

1. Determine the need to change lanes well in advance. Make sure you know the conditions of your gate.
2. Signal your intention to change lanes.
3. Check your mirrors to see that the gate is open and that no one else is moving into it.
4. Shoulder check to look for vehicles or obstructions in your blind spot.
5. Look where you want the vehicle to go and steer there.
6. Accelerate gently and steer the vehicle to the position where you are looking.
7. When you are almost completely in the new lane, look ahead to a point where you propose to drive and your steering will adjust.
8. Cancel signal. Check the condition of your new gates. Adjust your speed.

When moving through more than a single lane, make the change as one continual action. Only one signal and one shoulder check are needed.



3.13 PASSING

When meeting other vehicles, you must keep to the right of the centre line of the roadway.

Head-on collisions are usually fatal. Driver impairment (fatigue, alcohol, etc.) or driver errors, such as faulty judgment or techniques while passing, are usually to blame for these crashes.

When passing, it is very important keep the time spent on the wrong side of the road to a bare minimum.

When passing:

1. Make sure the pass is legal and safe. Do not cross solid, or double solid, yellow lines. Do not pass on the crest of a hill, before a curve, at intersections or any place where your sight distance is limited.
2. Maintain a three-second distance between you and the vehicle you are following. (See "Using time to estimate your following distance," page 83.) When you decide to pass, accelerate to build up speed before passing. The greater the difference in speed between you and the vehicle you are passing, the shorter your passing time will be.
3. Continue to accelerate throughout the entire pass. Do not slow down until you are back in your original lane and well in front of the vehicle you have just passed. **Keep in mind that it is illegal to speed even when passing.**
4. Wait until you see the vehicle being passed in your inside rear-view mirror before pulling back into your travelling lane.

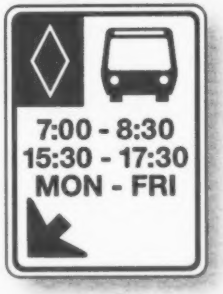
NOTE: At high speeds, the lane change is more gradual and takes longer to complete.

When passing other vehicles, you must always pass on the left except:

- where there are two or more traffic lanes in your direction of travel
- any time the vehicle ahead is about to make a left turn and it is possible to pass safely on the right **without driving on the shoulder**

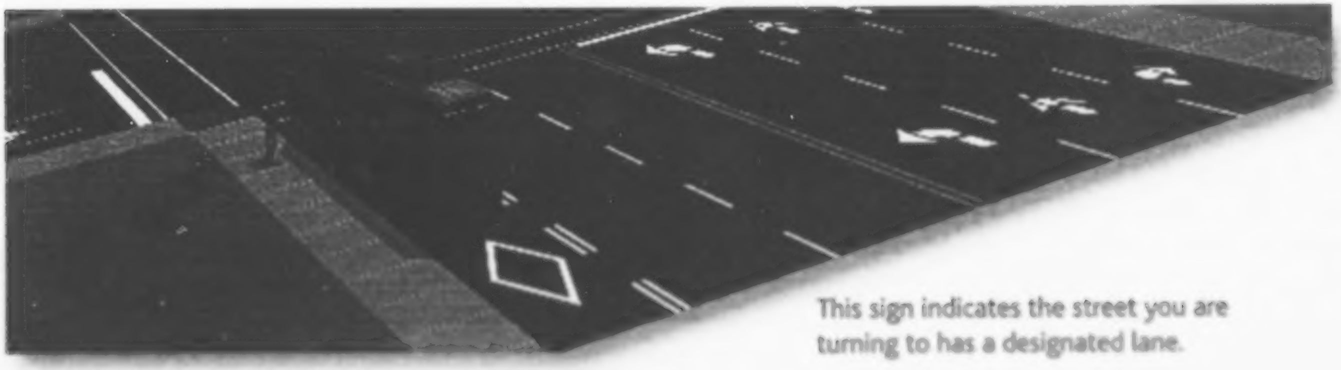
When being passed by another vehicle, stay to the right of your lane and do NOT speed up until the passing vehicle is back in the normal driving lane.

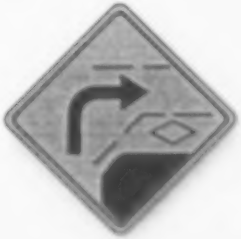
3.14 BUS LANES AND BICYCLE LANES



Major centres often have designated bus and/or bicycle lanes. For example, the City of Regina has bus lanes. Bus lanes are marked by a lane sign that indicates the time and days of operation of the restriction. The sign has a diamond on it, as well as a bus symbol. In some centres, the lane itself has diamond markings installed in the pavement. On the designated streets, curb lanes are reserved for transit vehicles during the rush hour, or peak driving times. In Regina, bus lanes are in operation Monday to Friday from 7 to 8:30 a.m. and 3:30 to 5:30 p.m. During these times, no one is allowed to operate a vehicle, other than a bus or an emergency vehicle, in the designated curb lane, except for the purpose of making a right turn onto, or off of, a street block where a bus lane is in effect. Only buses, emergency vehicles or accessible taxicabs loading or unloading non-ambulatory passengers are allowed to stop in a designated bus lane.

Bicycle-only lanes are dedicated for cyclists and are similar to bus lanes. Vehicles are not allowed in bicycle-only lanes except for the purpose of making a right turn, accessing a parking space or entering a lane or driveway.





This sign indicates the street you are turning to has a designated lane.

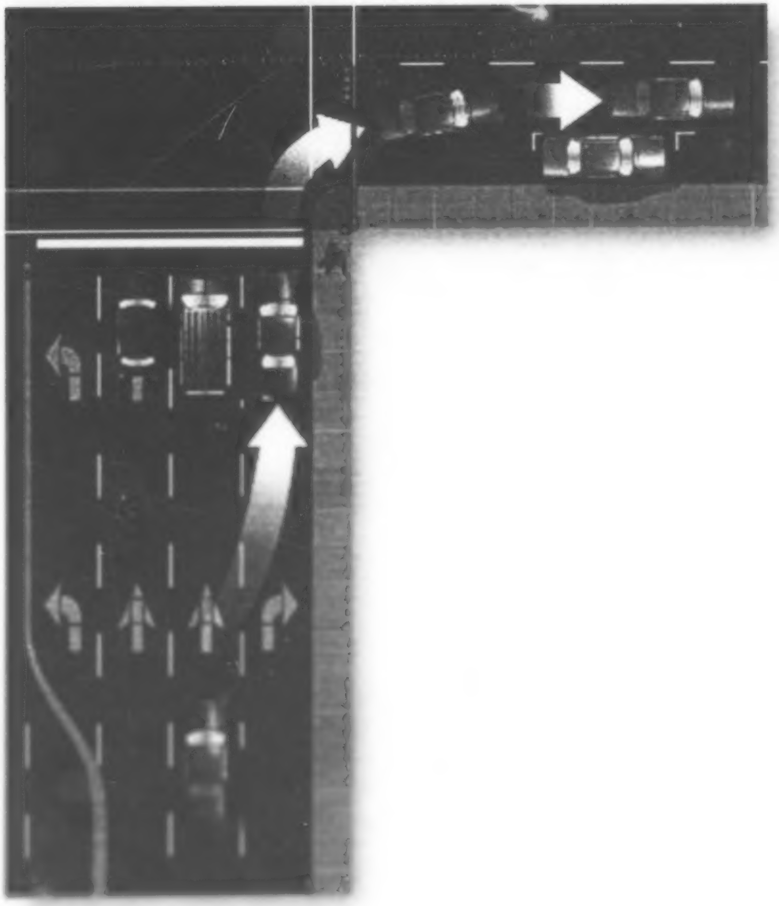
3.15 TURNING

Right turns

When approaching an intersection or driveway that requires a right-hand turn, move as close to the right curb or right edge of the road as possible.

General procedure:

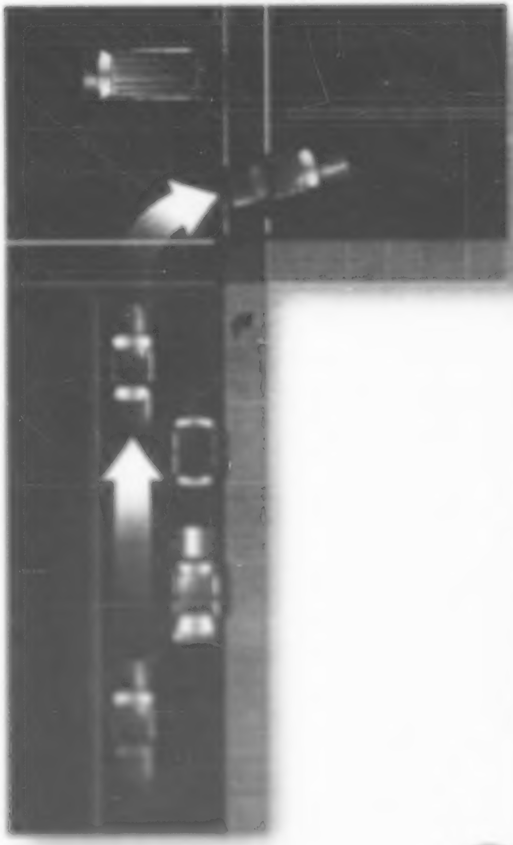
1. Decide to make your right turn well in advance of the turn. Signal, check your rear gate and check your blind spot. When safe, move as close to the right as possible.
2. Check for traffic, pedestrians and other real or potential hazards in or near the intersection. A basic left, straight ahead, right, left sweeping pattern will be sufficient.
3. Slow down (and shift to a lower gear if you are in a manual transmission vehicle).
4. Check again for real or potential hazards.
5. If there are no potential hazards, complete your right turn into the first available driving lane.



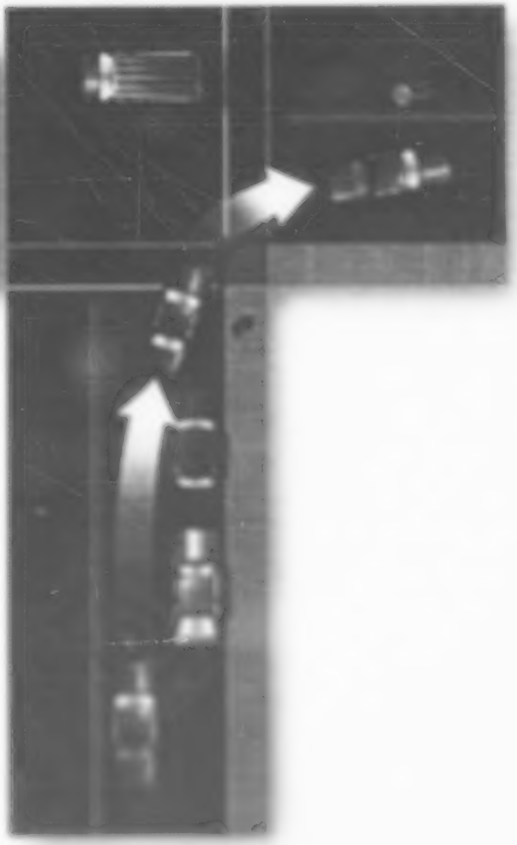
It is the driver's responsibility to move as close to the right curb, or right edge of the road, as possible.

When a vehicle is parked in the lane closest to the right curb and near the intersection, the driver must move into that lane at the first opportunity before turning.

Drivers may not make turns from the main driving lane.



☒ Incorrect



✓ Correct

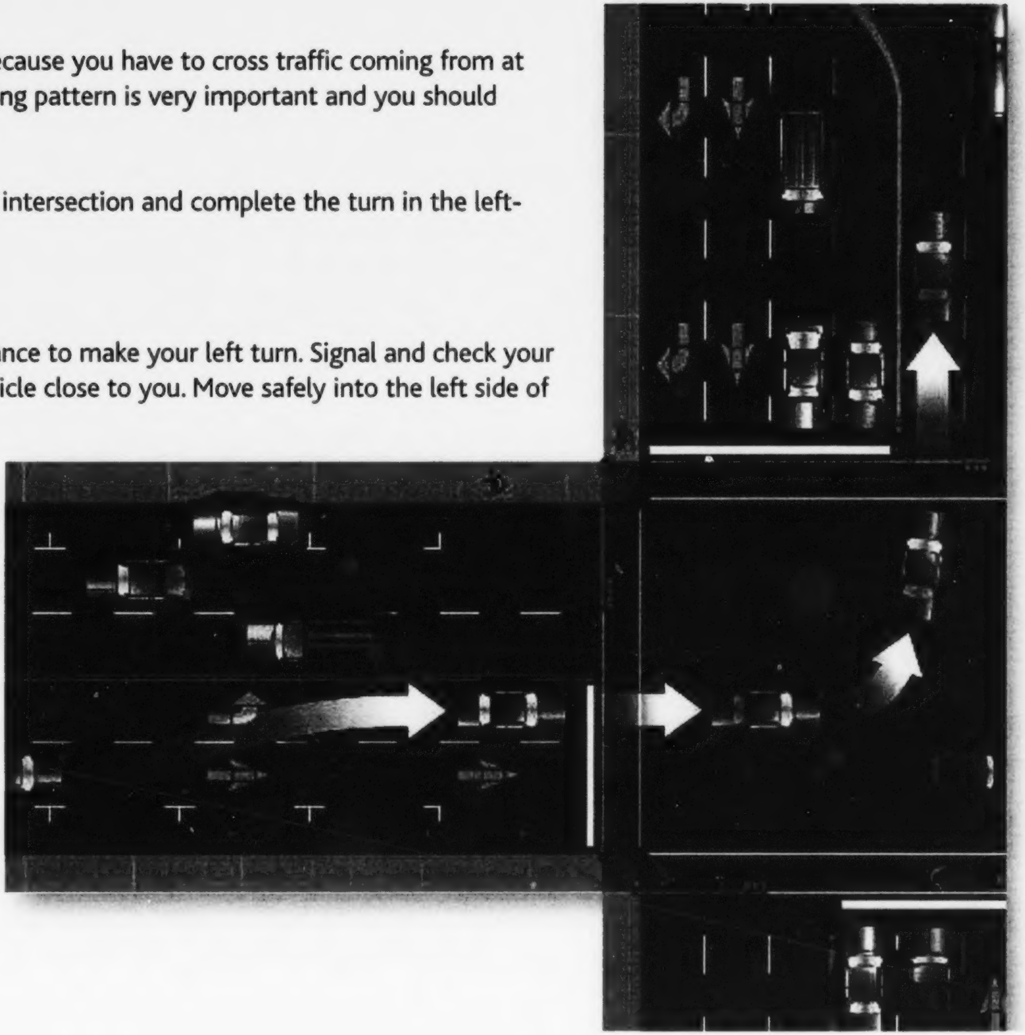
Left turns

Left turns are more dangerous than right turns because you have to cross traffic coming from at least two directions. This means that your searching pattern is very important and you should continue to search as you cross the intersection.

When making a left turn, you must approach the intersection and complete the turn in the left-most lane available for your direction of travel.

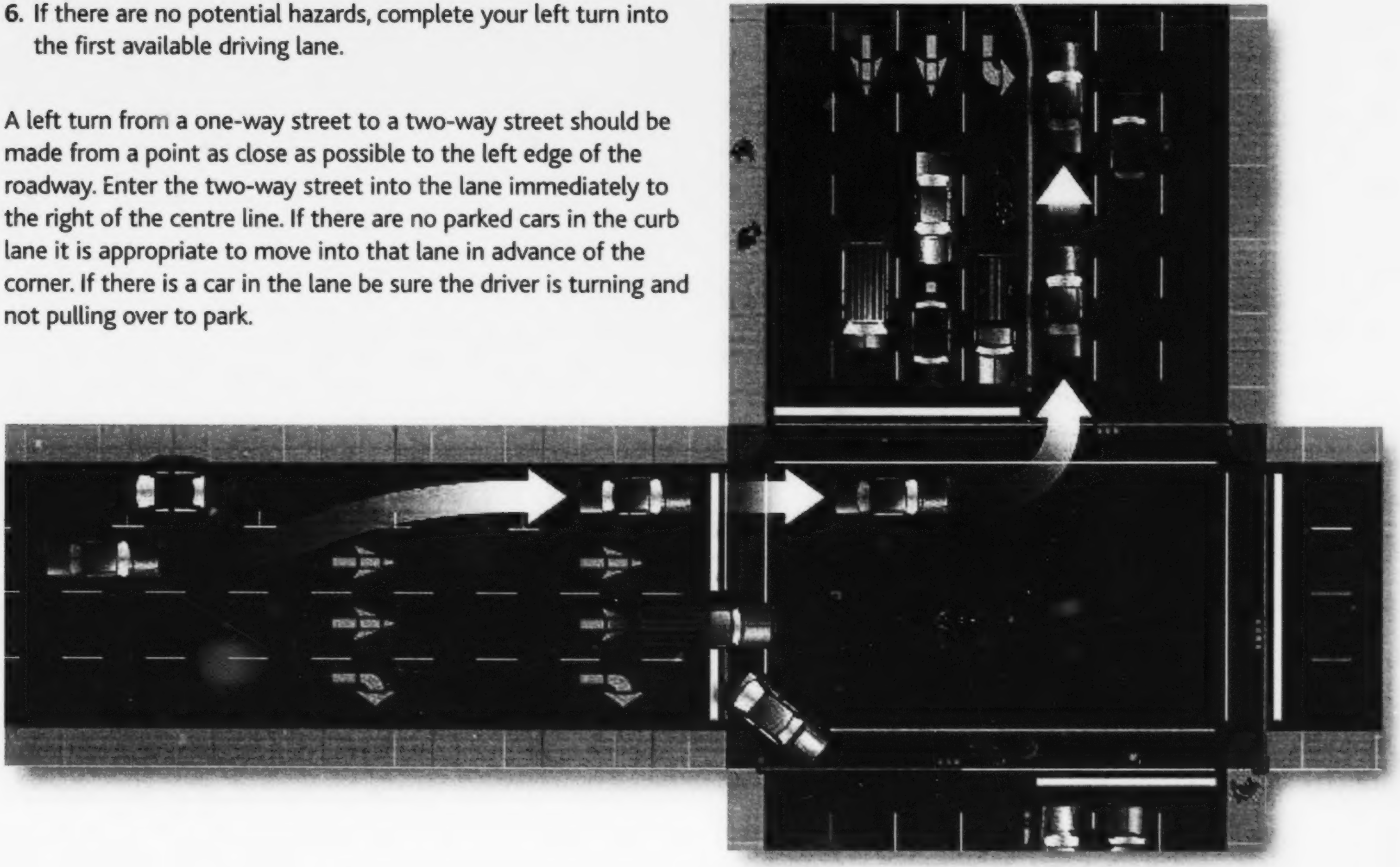
General procedure:

1. If a lane change is required, decide well in advance to make your left turn. Signal and check your rear gate and blind spot to see if there is a vehicle close to you. Move safely into the left side of the left lane.
2. Check for traffic, pedestrians and any other real or potential hazards that may be in or near the intersection. Use the basic left, straight ahead, right, left sweeping pattern.
3. Slow down (and shift to a lower gear if you are driving a manual transmission vehicle).
4. Check again for real or potential hazards. Make sure you identify oncoming traffic.
5. If you have to stop in the intersection to wait for oncoming traffic, be sure to keep your vehicle parallel to the lane and your front wheels straight. That way if you are hit from behind, you will not be pushed in the path of oncoming traffic.



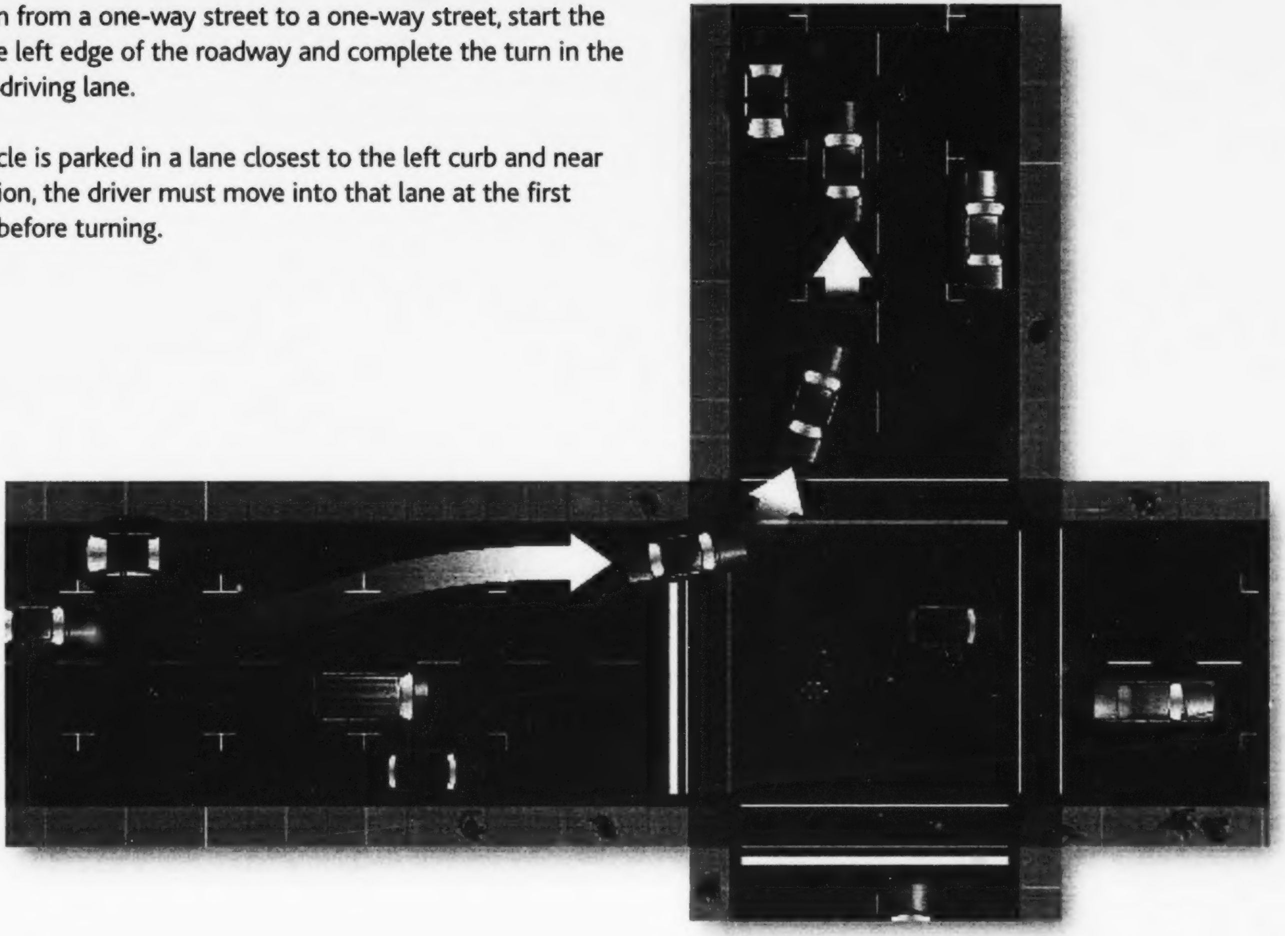
6. If there are no potential hazards, complete your left turn into the first available driving lane.

A left turn from a one-way street to a two-way street should be made from a point as close as possible to the left edge of the roadway. Enter the two-way street into the lane immediately to the right of the centre line. If there are no parked cars in the curb lane it is appropriate to move into that lane in advance of the corner. If there is a car in the lane be sure the driver is turning and not pulling over to park.

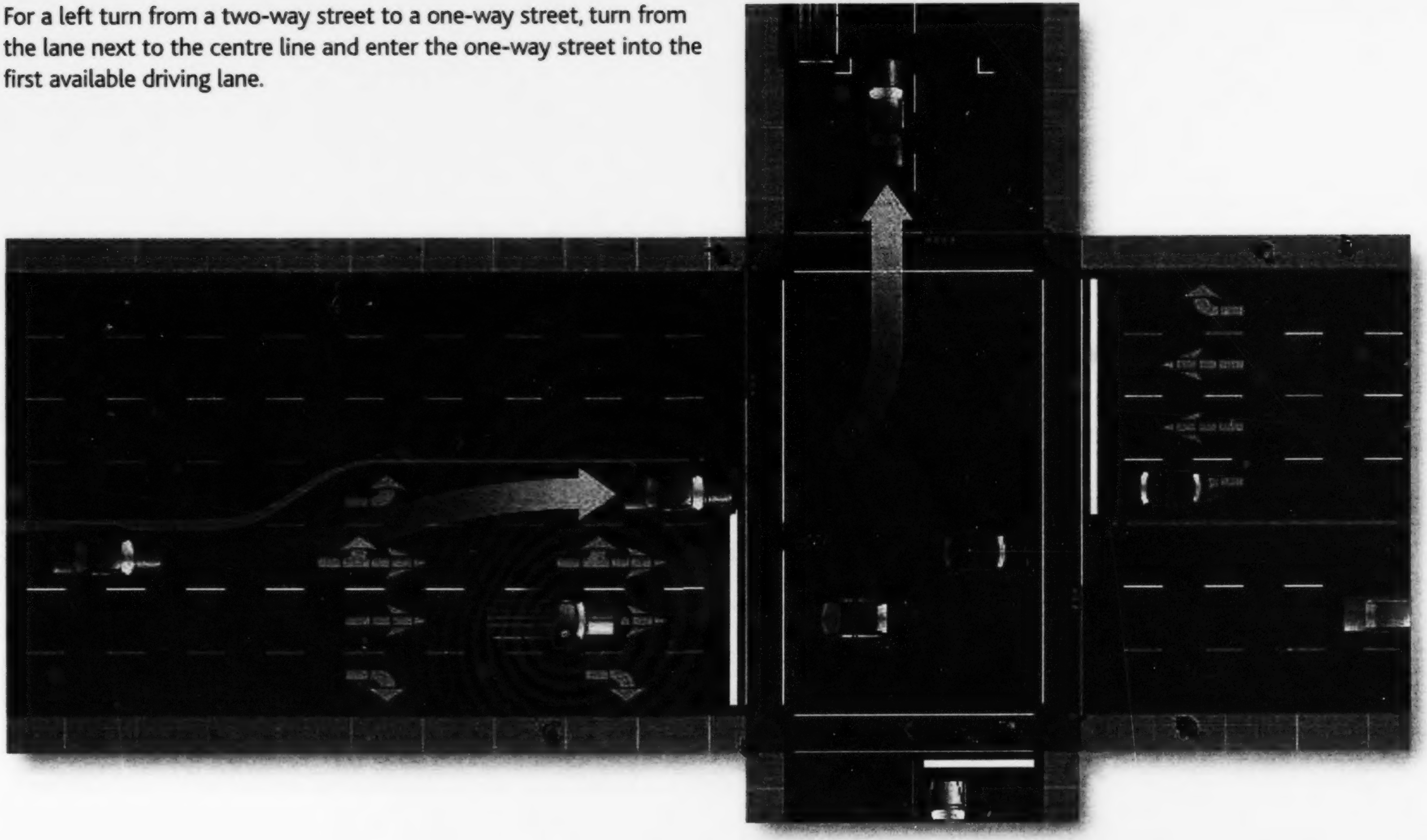


For a left turn from a one-way street to a one-way street, start the turn from the left edge of the roadway and complete the turn in the extreme left driving lane.

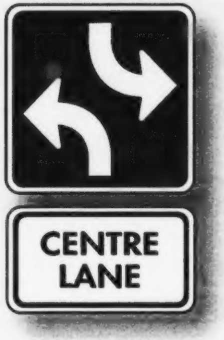
When a vehicle is parked in a lane closest to the left curb and near the intersection, the driver must move into that lane at the first opportunity before turning.



For a left turn from a two-way street to a one-way street, turn from the lane next to the centre line and enter the one-way street into the first available driving lane.



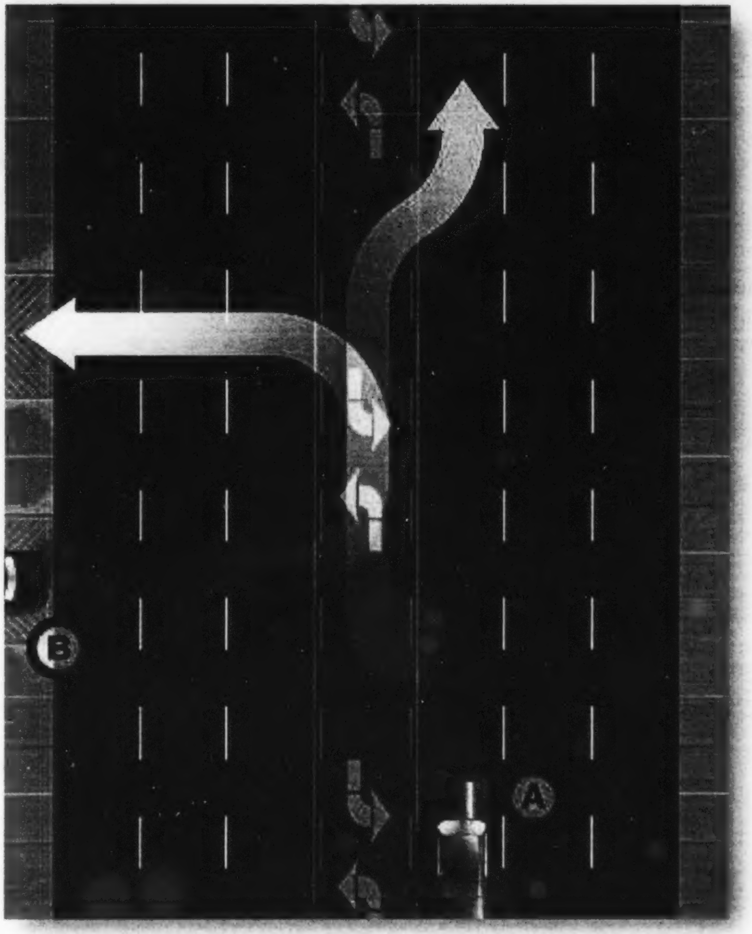
3.16 CENTRE TURNING LANES



This sign indicates a two-way left turning lane. These are used in many communities, especially larger centres, to improve traffic flow and to allow for easier access to properties in mid-block.

The diagram indicates the correct turning procedure. Here are some other points to keep in mind when using centre turning lanes:

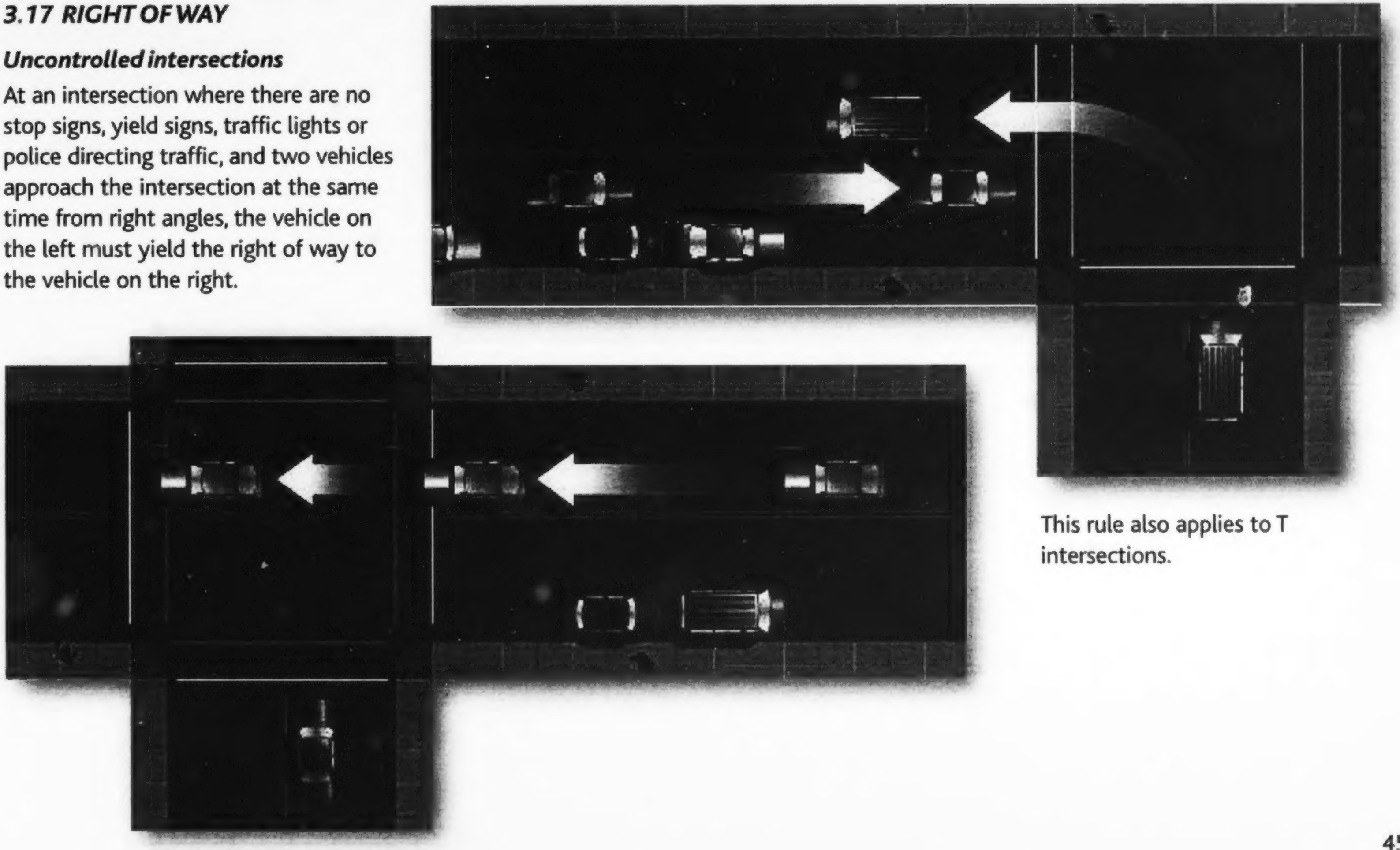
- Enter the two-way left turning lane only at the point adjacent to the property you want to access (see arrow for car A).
- Left turns from either direction may be made from the two-way left turning lane.
- These lanes also allow for left turns from a driveway (see arrow for car B).
- The centre turning lanes may not be used as a passing lane or as a driving lane.
- Where a centre turning lane is provided, you may not make a left turn from any other lane.



3.17 RIGHT OF WAY

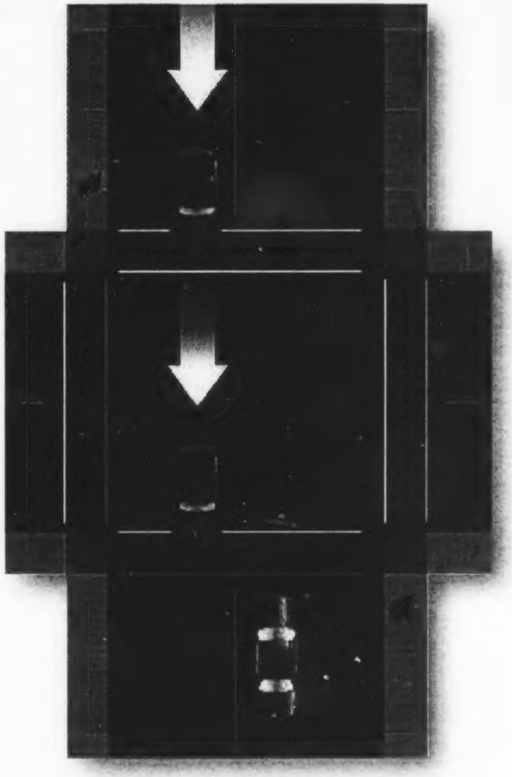
Uncontrolled intersections

At an intersection where there are no stop signs, yield signs, traffic lights or police directing traffic, and two vehicles approach the intersection at the same time from right angles, the vehicle on the left must yield the right of way to the vehicle on the right.

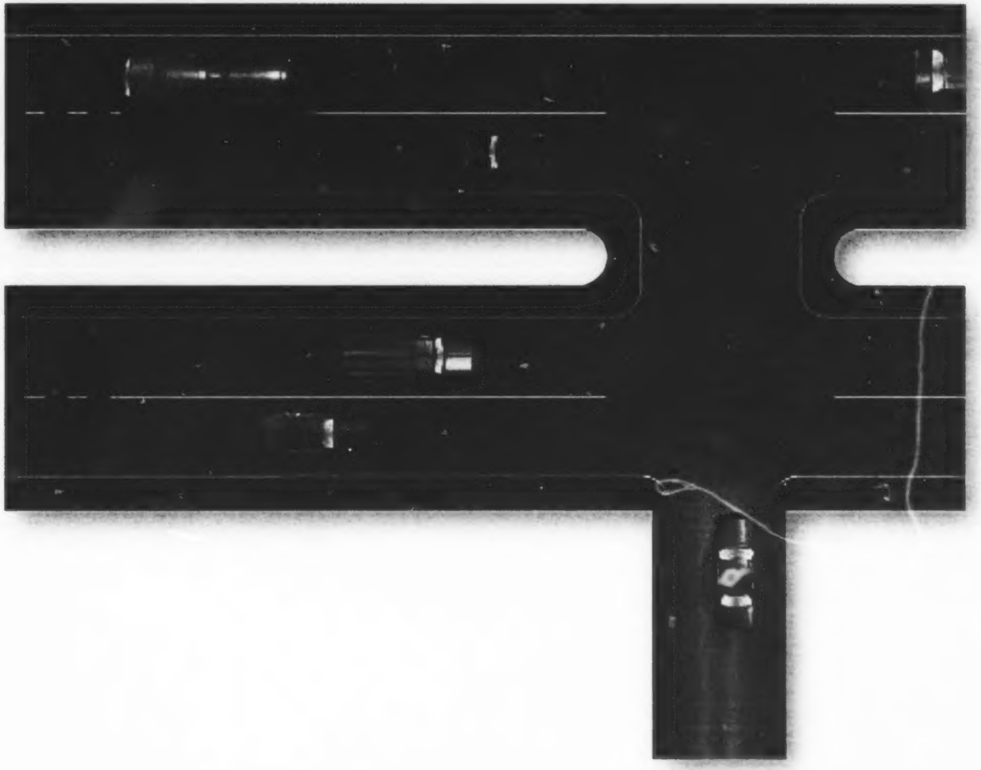


This rule also applies to T intersections.

When turning left, you must yield the right of way to any vehicles coming toward you if they are close enough that your turn would interfere with them.



When entering a provincial highway from any other road, you must yield the right of way to any vehicles travelling on the provincial highway and to any pedestrian closely approaching the intersection.



At any intersection where a yield sign is present, drivers facing the sign must yield the right of way to any other motorist approaching the intersection.

When entering a street, road or highway from a private road, lane or alley, you must yield the right of way to any pedestrians on the sidewalk and to any vehicles on the street, road or highway.

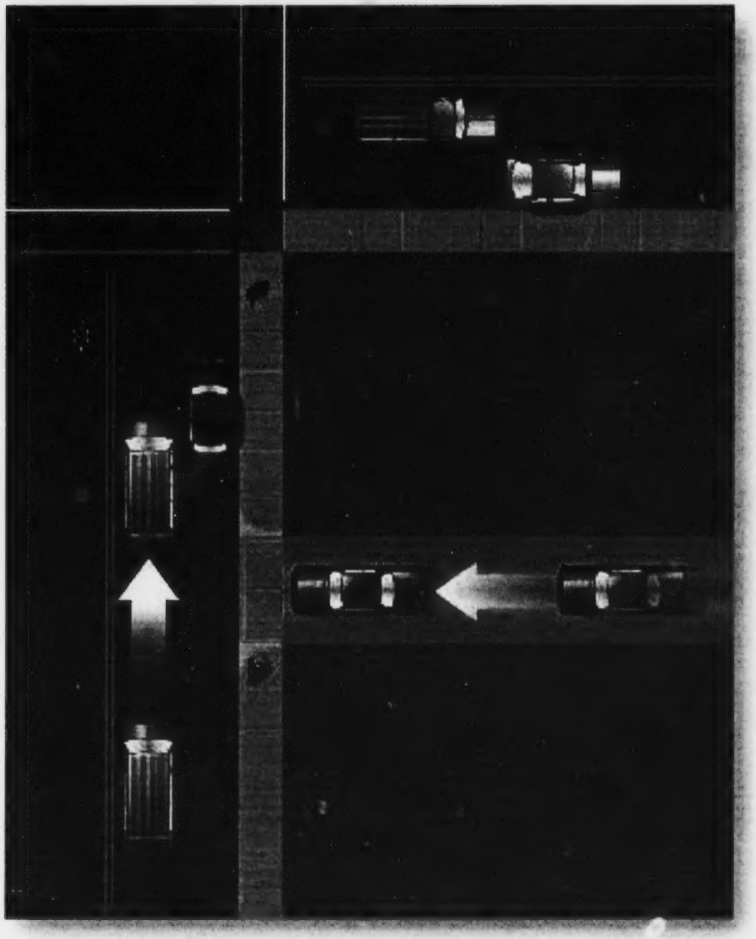
At three- and four-way stops, courtesy dictates that the first vehicle that stops should be given the right of way.

You must yield the right of way to any highway construction or maintenance vehicles that have their warning lights in operation.

In all the above cases, you may not proceed until it is safe.

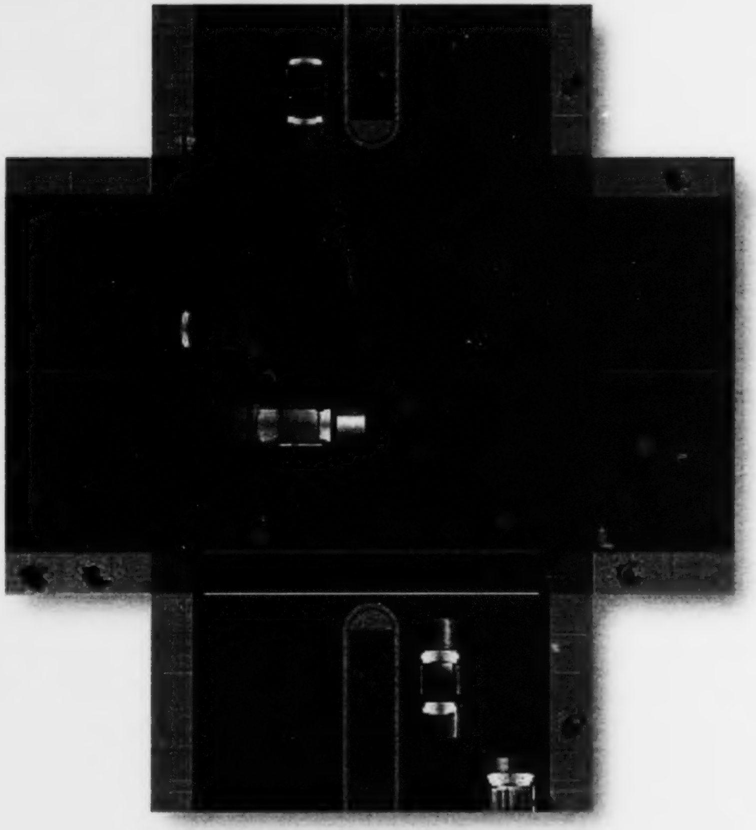
All drivers have a moral and legal responsibility to avoid collisions. If you have the right of way at an intersection and a driver refuses to yield to you, you are responsible from a safety standpoint to avoid a collision, rather than insist upon your right of way.

Don't forget the old adage – "You could be right – dead right."

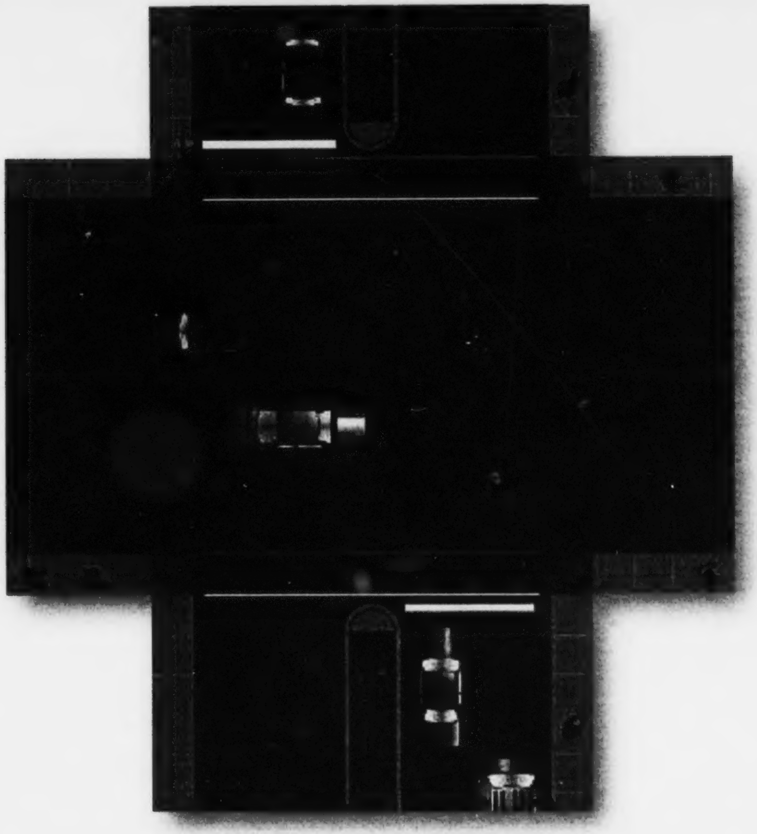


3.18 STOPPING POSITIONS

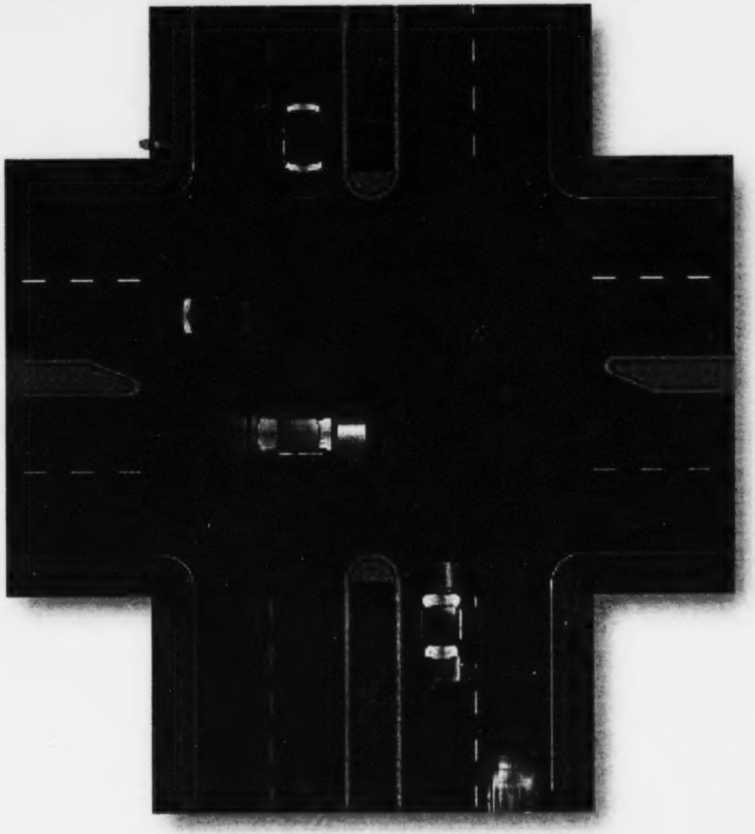
There are several different situations you may encounter when preparing to stop at an intersection with a stop sign. Where you should stop, your stopping position, is determined by markings on the road. You must stop:



At the nearest crosswalk, whether marked or not.



At a clearly marked stop line.



Where there is no stop line or crosswalk:

- Within three metres of the intersection in a town, city, village or hamlet.
- Within 10 metres of the intersection in a rural area.

3.19 TRAFFIC CIRCLES

In a traffic circle, the vehicle on the right must yield to the vehicle on the left.

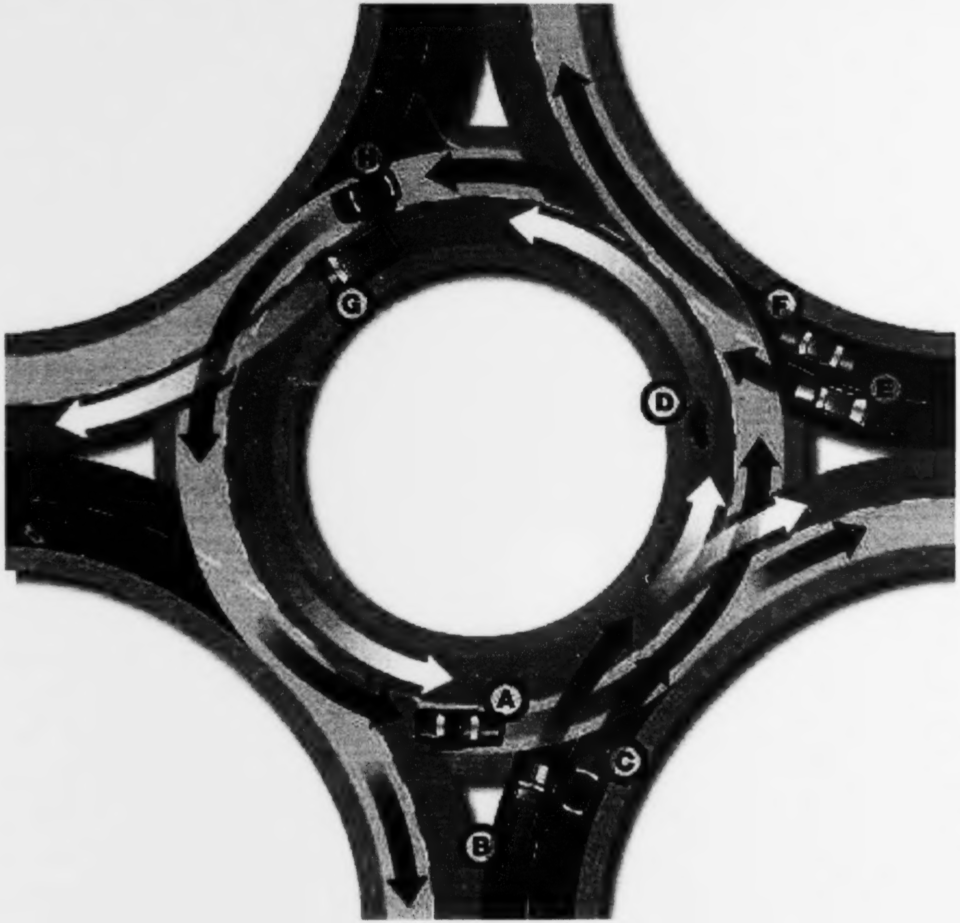
In the diagram, traffic indicated by red arrows in yellow lanes must yield to traffic indicated by white arrows in green lanes. Traffic entering the circle must yield to traffic in the circle.

In this diagram:

- B and C must yield to A.
- E must yield to D while F and D proceed.
- H must yield to G.

When you are leaving the traffic circle use your right-turn signal to warn other drivers of your intention to exit.

It is recommended that for safety, entry into the right lane be used mainly when intending to exit at the first available exit point. If you are intending to proceed beyond the second exit, it is recommended that you drive in the left lane.



3.20 HIGHWAYS

Driving to the left of centre

You may not drive to the left of the roadway centre on two-way streets, roads or highways unless it is safe and there is no traffic approaching.

One-way highways

You may not travel in the wrong direction on a one-way highway.

Controlled access highways

In the case of controlled access highways or freeways, you may not enter or leave except at the exit or entrance provided.

3.21 PEDESTRIANS

When approaching an intersection, you must yield the right of way to any pedestrians who are crossing the street. This does not apply to wide streets if the pedestrians are at a safe distance from your side of the street.

You must stop your vehicle before the crosswalk, which will either be painted on the road or be an imaginary extension of the sidewalk.

You must stop your vehicle when directed to do so by a school crossing guard controlling a crosswalk.

You may not pass any vehicle that is stopped at an intersection to permit pedestrians to cross.

As a pedestrian, you must not attempt to cross at an intersection unless you have given motorists a chance to stop.

Pedestrians walking along a road should walk on the left shoulder, facing oncoming traffic. The only exception is when a pedestrian is herding a farm animal(s).

NOTE: Pedestrians also include persons in wheelchairs, motorized wheelchairs and medical scooters.

3.22 CROSSING URBAN STREETS

You may drive across a street only at an intersection, lane or alley.

NOTE: In some cities, crossing a street at a lane or alley is prohibited by a local bylaw.

3.23 WHEELCHAIRS AND MEDICAL SCOOTERS

The rules of the road that apply to pedestrians also apply to persons using a wheelchair, motorized wheelchair or medical scooter for medical reasons.

When approaching an intersection, you must yield the right of way to any person crossing the street who is using a wheelchair, motorized wheelchair or medical scooter. This does not apply to wide streets if the person in the wheelchair is at a safe distance from your side of the street.

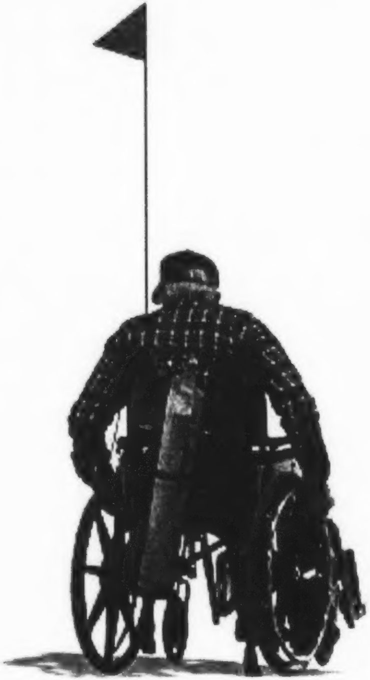
You must stop your vehicle before the crosswalk, which will either be painted on the road or be an imaginary extension of the sidewalk.

You may not pass any vehicle that is stopped at an intersection to permit persons using wheelchairs, motorized wheelchairs or medical scooters to cross.

Persons in wheelchairs, motorized wheelchairs or medical scooters must not attempt to cross at an intersection unless they have given motorists a chance to stop.

The sidewalk should always be the first choice while using a wheelchair, motorized wheelchair or medical scooter. When there is no wheelchair accessible curb, get onto the sidewalk using the first available driveway.

Like pedestrians, persons using wheelchairs, motorized wheelchairs or medical scooters travelling along a road where no sidewalk exists should travel on the left shoulder, facing oncoming traffic. Wheelchairs, motorized wheelchairs or medical scooters should also have a brightly coloured flag attached to increase visibility to motorists.



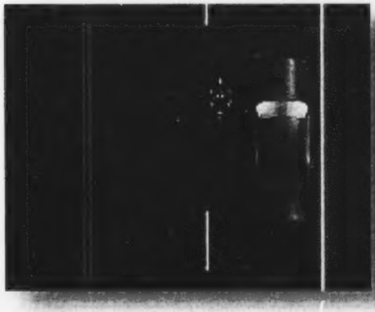
3.24 MOTORCYCLES

Although two motorcycles are permitted to drive in the same traffic lane, it is not recommended practice to operate directly alongside another motorcycle.

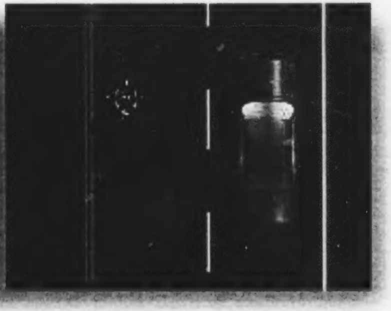
Motorcycles may not travel beside any other type of vehicle in the same lane.

Drivers and passengers must wear helmets. If the motorcycle does not have a windshield that deflects the air stream away from the driver's face, drivers and passengers must wear safety glasses, a face shield or goggles.

For further information, refer to the Motorcycle Handbook.



⊗ *Incorrect*

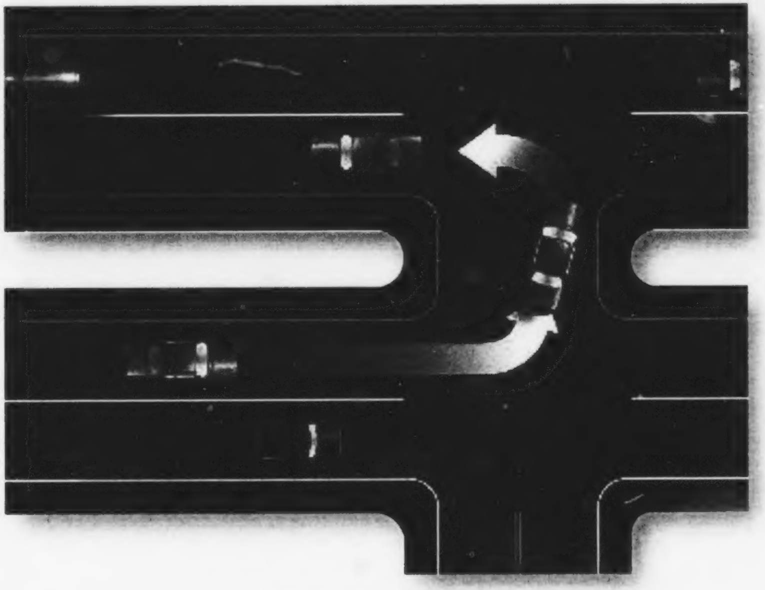


✓ *Correct*

3.25 MEDIANS

Where a median, boulevard or ditch divides a road, you may not drive on the left side of it.

You may not cross any median, boulevard or ditch except at an intersection or where a cross-over is provided.



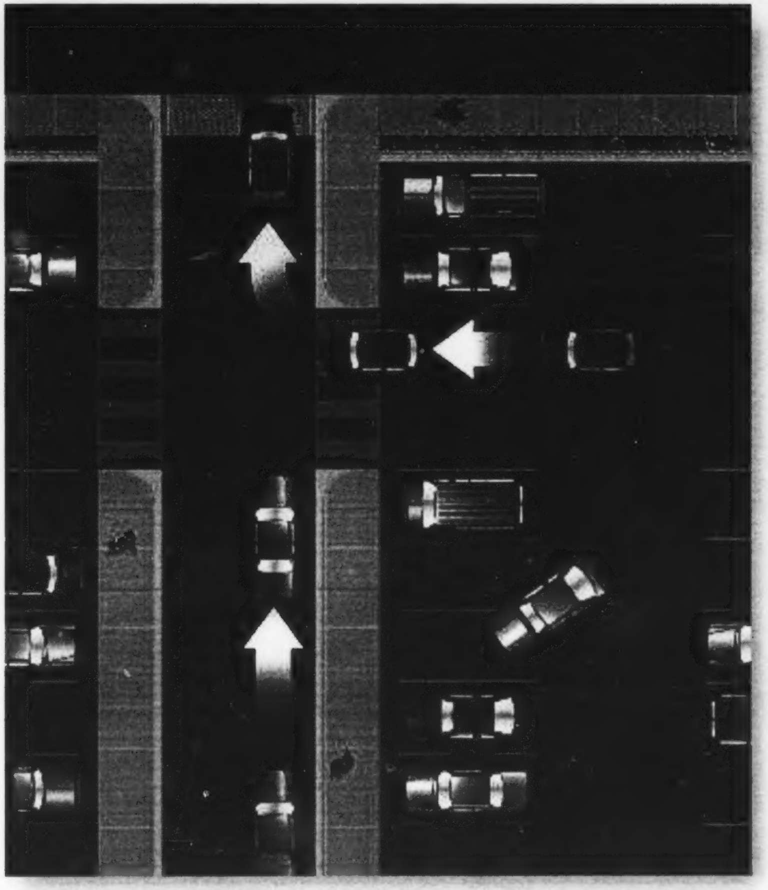
3.26 PARKING LOTS

Many rules of the road that apply to highways and streets also apply to parking lots, such as right of way, speed, traffic control signs, following too closely, proper turn signals and backing.

Wherever traffic intersects in a parking lot and there are no yield or stop signs, it must be treated as an uncontrolled intersection.

For example, when approaching an uncontrolled intersection in a parking lot, you must always yield to the vehicle on the right. This rule applies even if you are travelling on what you believe to be the main roadway of the parking lot.

As well, a driver leaving a parking space must yield to a driver going through the lot.



3.27 HEADLIGHTS

It is advisable to have your lights on at all times because studies show that vehicles driven with lights on at all times are much less likely to be involved in collisions than those operated with their lights on at night only.

The law requires the use of headlights from half an hour after sunset until half an hour before sunrise, and at any time when visibility is poor.

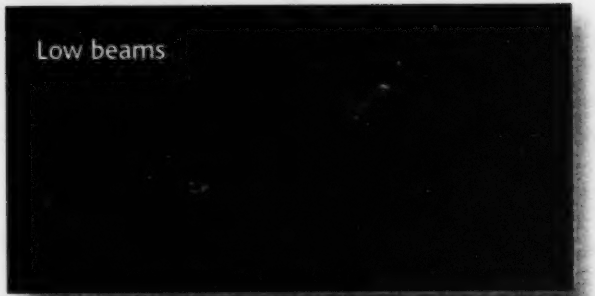
NOTE: Some vehicles do not have tail lamps on when daytime running lights are being used.

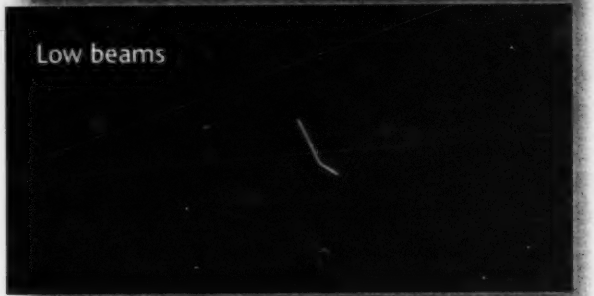
When meeting another vehicle, you must dim your headlights at least 200 m (650 ft.) in advance of oncoming vehicles and keep them dimmed until the vehicle has passed.

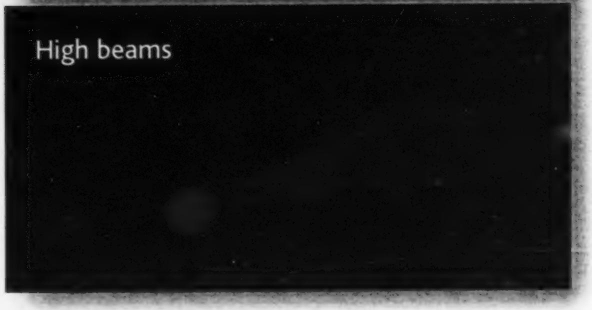
Also, turn off any spotlamps at least 500 m (1,640 ft.) in advance of an oncoming vehicle and keep them turned off until the vehicle has passed.

You are not required to dim your headlights for oncoming traffic if you are driving on a divided highway where the distance between the roadways is 22 m (70 ft.) or more.

You must keep your headlights on low beam within 100 m (330 ft.) and keep any spotlamps or auxiliary driving lights turned off within 500 m (1,640 ft.) when you are following another vehicle, or when you are being passed.







3.28 NIGHT DRIVING AND LOW VISIBILITY

Driving at night is difficult because the area illuminated by your headlights is not all you need to see. If street lamps provide overhead lighting, you can see well ahead. If not, you must rely on your headlights. While driving at night, you should be able to see about 12 seconds travelling distance in front of you. This means that most of the time, you should be using your high beam headlights and be looking beyond the part of the road illuminated by your lights.

To reduce glare from other vehicles or lights to the rear, adjust your mirror or use a day-night mirror turned to "night." Dimming the dash lights will also improve your ability to see the road.

3.29 CHOOSING THE RIGHT SPEED

Most people do not drive at night with 12 seconds view ahead; they just hope they will reach their destination safely. In other words, they are over-driving their headlights. This means by the time their headlights illuminate an object on the road they will be unable to stop before hitting it. This makes it critical to use all the other information available.

Pay attention to other vehicles on the road, which can give you clues.

If you can see the rear lights of the vehicle in front, you can be sure that no large object is between the two of you.

The most important action that you can take at night is to slow immediately when you detect something on the road ahead. Do not wait until you can see the object clearly - by that time, it will probably be too late to stop. As soon as you see something on the road, use your brakes so that you are slowing down while identifying what it is. You will then have more time to stop or change your direction if the need arises.

3.30 WHEN TO DIM YOUR HEADLIGHTS

Many drivers make the error of dimming their headlights too soon for oncoming vehicles.

When driving at 100 km/h, you may not have to dim your high beams until the approaching vehicle is about four seconds away from you, but a realistic approach is to dim your lights between eight and 12 seconds away.

While you need to see the road, you should not blind the oncoming driver with the glare of your lights. You may find that some drivers approaching you will signal you to lower your lights while they are up to 20 seconds away. This applies to vehicles you are meeting and vehicles you are following. To avoid blinding other drivers, make sure your headlights are properly adjusted and are in working order.

If you have been driving in the dark for a while, you will need up to five seconds to recover from the glare of oncoming lights. This glare recovery time tends to increase with age to the point where it sometimes takes up to 25 seconds to recover. If you suspect you have a glare recovery problem, check with an ophthalmologist or optometrist.

3.31 RULES RELATED TO VEHICLES

Tampering with a vehicle without the owner's permission is not permitted.

Climbing into or on a vehicle without the owner's permission is not permitted.

Throwing objects at a vehicle is not permitted.

You may not watch a television, video screen or computer screen when driving unless the information displayed is solely designed to assist you in the safe operation of the vehicle.

All material carried on a vehicle must be securely contained or tied down so that it cannot fall off the vehicle.

Damages resulting from any of the above infractions may have to be paid for by the offender.

Unless you are riding in or on the vehicle, you must not hold onto a moving vehicle.

Passengers may not ride in a trailer.

The use of hand-held cellular phones while driving is prohibited, (see page 20).

No one may ride on the exterior of a vehicle unless there is a space designed for passengers. This does not apply to construction, maintenance, firefighting, police or parade vehicles.

Passengers are not permitted to ride between the driver and the driver's door.

Passengers must not crowd the driver.

Drivers must have a clear view of the road to the front, sides and rear. Aftermarket tinting is not allowed on the windshield or front side windows.

No pedestrian, passenger or driver shall perform any stunt or activity that is likely to distract, startle or interfere with any other user of the road.

Dropping burning material or material that could damage tires onto a road is not permitted.

Vehicles must display a valid licence plate firmly secured to the rear of the vehicle and not obstructed in a manner that prevents the plate from being read or accurately photographed by a red light camera.

TOWN
SPEED
LIMIT
30

Traffic signs and signals

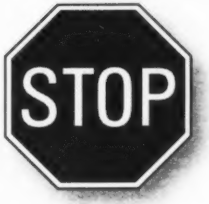
4.1 TRAFFIC SIGNS

Many collisions and near crashes occur as a result of drivers who ignore or fail to respond appropriately to traffic signs. It is essential that the meaning of traffic signs be interpreted correctly. Signs are classified according to their function such as regulatory, warning and information.

The easiest way to identify traffic signs is to learn to recognize their shapes and colours. For safe driving, you must recognize and obey traffic signs without hesitation.

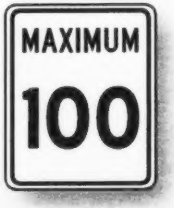
A sign-conscious driver is a safe driver. Keep a constant look-out for signs as you move your eyes in the field of view ahead of you.

4.2 SIX BASIC SIGN SHAPES EVERY DRIVER MUST KNOW



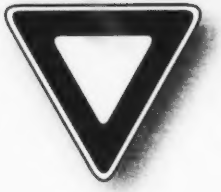
Stop

The stop sign, a red octagon with white lettering, means come to a full stop and be sure the way is clear before proceeding.



Regulatory

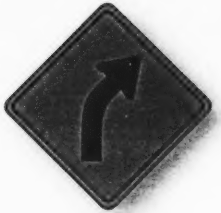
Regulatory signs are white rectangles or squares with black or other coloured lettering. These signs state the law, such as speed limits, parking regulations and turning and passing movements.



Yield

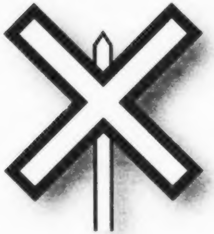
Yield Right of Way signs are triangular and have a red border on a white background.

A yield sign means you must reduce speed when approaching an intersection. Give right of way and stop if necessary if any other traffic is in, or closely approaching, the intersection.



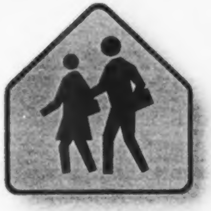
Warning

Warning signs are diamond shaped and are yellow or orange with black letters or symbols. They warn of dangerous or unusual conditions ahead, such as a curve, turn, dip or side road.



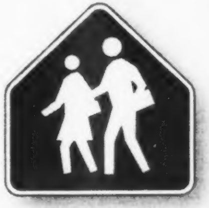
Railway Crossing

The crossbuck is the traditional symbol at roadway-railway crossings. The colour of the crossbuck is the same as a yield sign and has the same meaning; give right of way and stop if necessary.



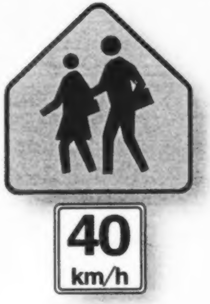
School Zone (New)

The new school zone signs have a pentagon shape, with a fluorescent yellow-green background and show a black silhouette of a schoolboy and a schoolgirl.



School Zone (Old)

The old school zone sign has a pentagon shape, but with a blue background and shows a white silhouette of a schoolboy and a schoolgirl. These signs are currently being replaced.



School Zone

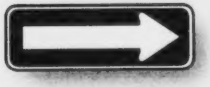
When this sign has a "Maximum Speed" or "km/h During School Days" tab mounted underneath, it means the speed is to be observed as indicated.

4.3 STANDARD SIGN COLOURS

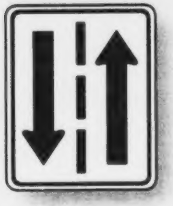
Each colour has a particular meaning.

🟥	**Red**	Stop or prohibition
🟦	**Blue**	General information or service road information
🟩	**Green**	Indicates traffic movement such as turns which are permitted or directional guidance
🟨	**Yellow**	General warning danger/caution
🟨	**Fluorescent yellow**	School zone and school crosswalk ahead signs
⬜	**White**	Regulatory
🟧	**Orange**	Construction and maintenance warning

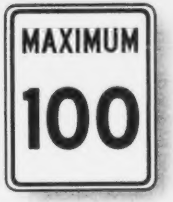
4.4 REGULATORY SIGNS



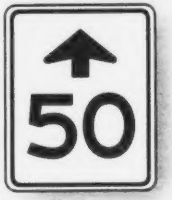
One-way street or highway



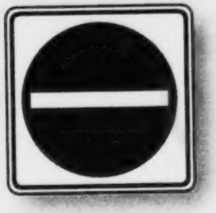
Two-way traffic



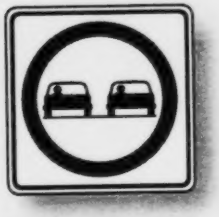
The maximum speed allowed under ideal conditions



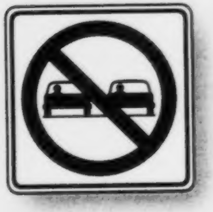
Advance warning of a lower maximum speed zone ahead



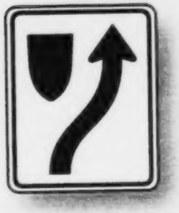
Do not enter



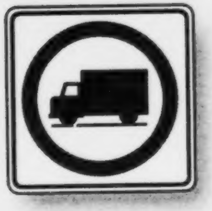
Passing Permitted



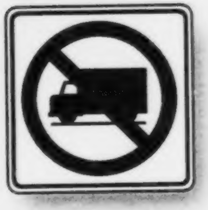
Passing Not Permitted



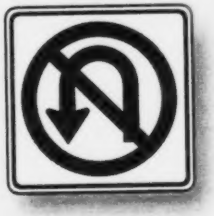
Keep to the right of traffic islands or obstruction



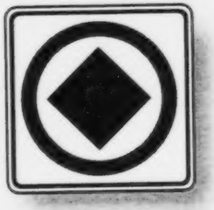
Heavy trucks should use this roadway



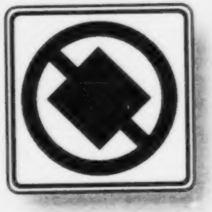
No heavy trucks are allowed on roadway



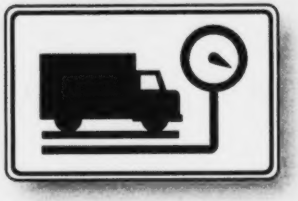
You must not turn your vehicle around in the roadway to travel in the opposite direction (no U-turn)



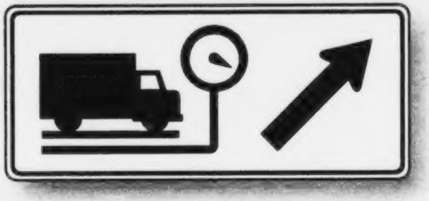
Dangerous goods route



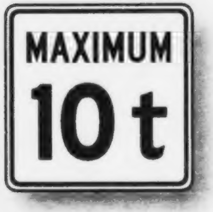
Dangerous goods carriers prohibited



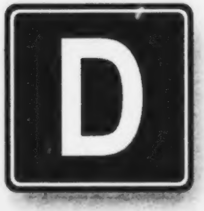
Truck inspection station



Truck inspection station exit
Arrow indicates which side of road

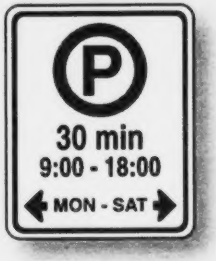

MAXIMUM
10 t

Weight limit of vehicle
permitted on highway or
bridge expressed in tonnes

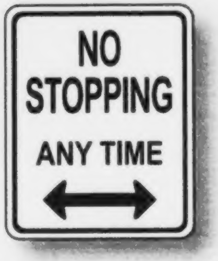


Over dimensional route

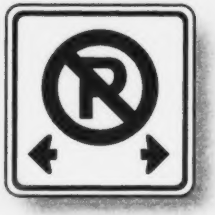
4.5 REGULATORY PARKING SIGNS


P
30 min
9:00 - 18:00
MON - SAT

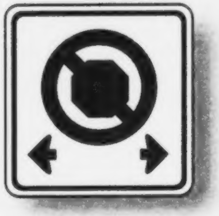
Parking allowed as indicated


NO
STOPPING
ANY TIME

Do not stop to wait

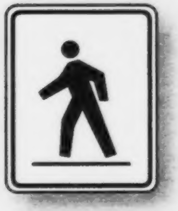


Parking prohibited as indicated

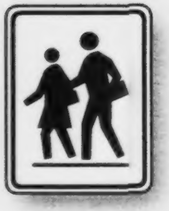


Stopping prohibited as indicated

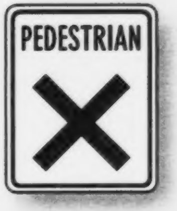
4.6 REGULATORY PEDESTRIAN CROSSING SIGNS



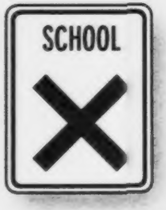
Pedestrian crosswalk (new)



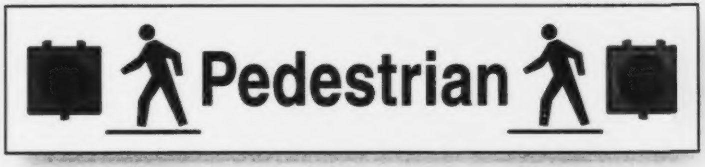
School crosswak (new)



Pedestrian crosswalk (old)



School crosswalk (old)

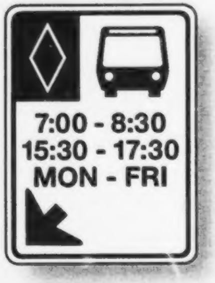


Pedestrian crosswalk

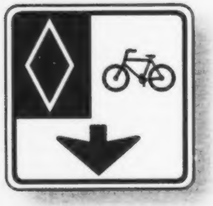
Traffic must stop when lights are flashing and proceed when safe

4.7 REGULATORY LANE DESIGNATION SIGNS

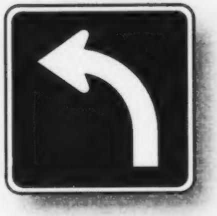
These signs may be mounted above (or to the side of) the roadway. When mounted above, each sign is centred over the lane it controls.



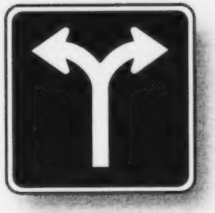
Bus lane



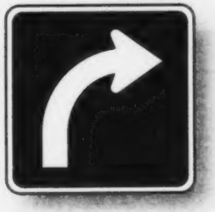
Bicycle lane



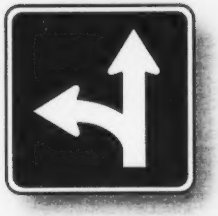
This lane must turn left



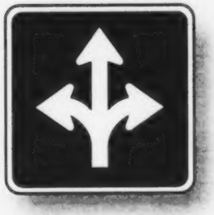
This lane left or right



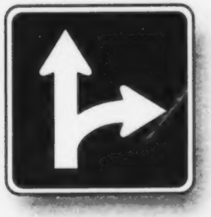
This lane must turn right



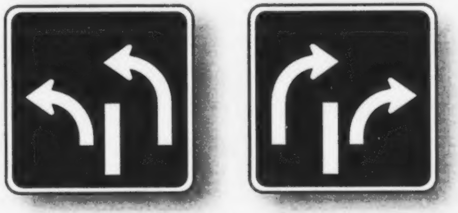
This lane left or through



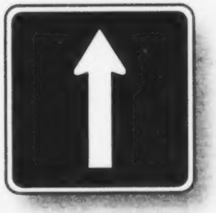
This lane all movements



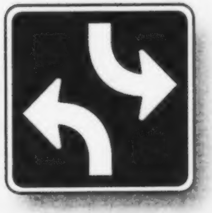
This lane right or through



Two turning lanes left/right



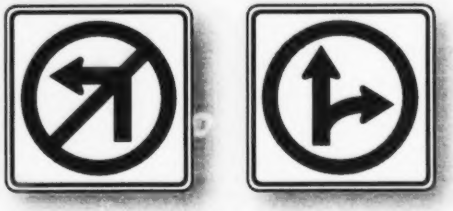
This lane through only

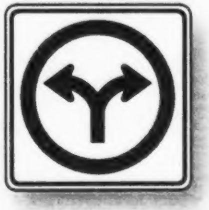


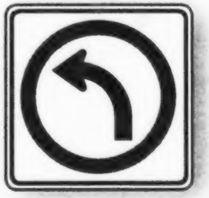
Two-way left turn lane

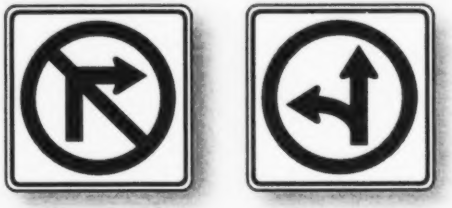
4.8 REGULATORY TURN CONTROL SIGNS

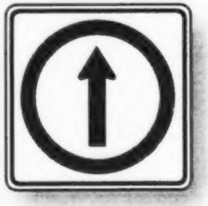
These signs may be accompanied by a tab that indicates the sign is only in effect during certain hours of the day.

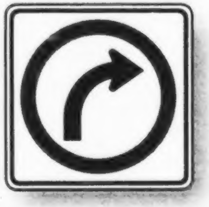

No left turn

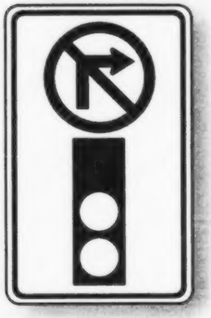

Turn right or left

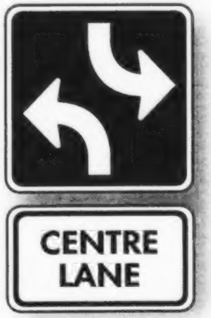

Turn left only


No right turn


No turns

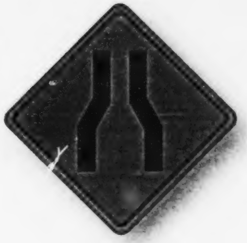

Turn right only


No right turn on red
Wait for green light before making a right turn

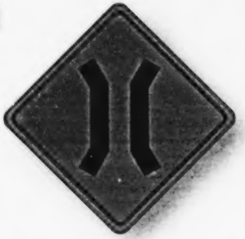


Centre turning lane

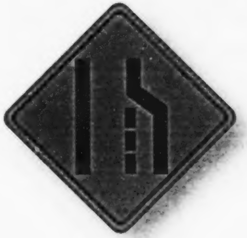
Road narrows
Road ahead is not as wide as the road you are driving on



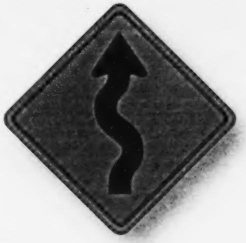
Narrow bridge ahead
Width of pavement narrower than approach



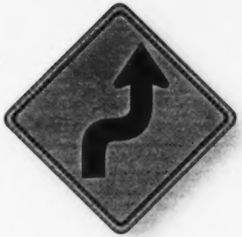
Lane ends
Right lane ends



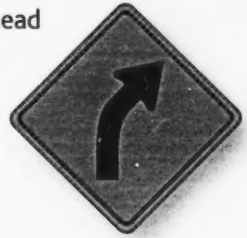
Winding road ahead
First curve right



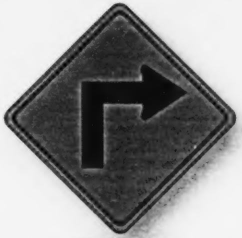
Reverse curve ahead
Two turns in opposite directions separated by a tangent of less than 120 m, first turn right



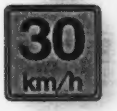
Curve to the right ahead



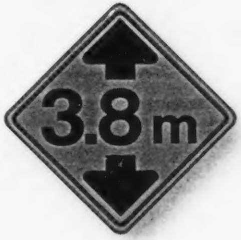
Sharp curve to the right ahead



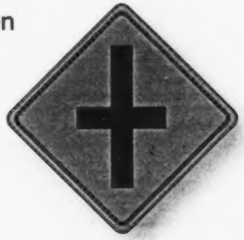
Maximum advised speed (Recommended safe speed)



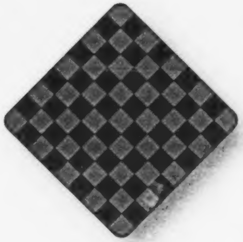
Underpass ahead
Overhead clearance as shown



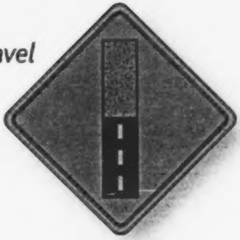
Concealed or hidden intersection ahead
Road from right and/or left



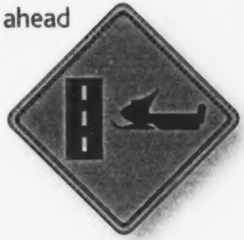
Checkerboard
Road ends



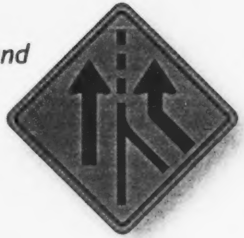
Pavement ends
Continuation has gravel surface



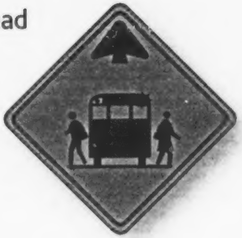
Snowmobile crossing ahead



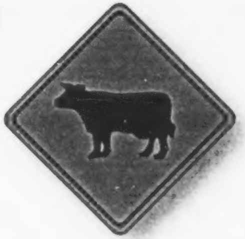
Added lane
Two roads converge and merging movements are not required



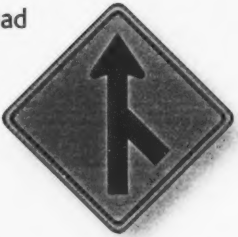
School bus stop ahead
Stop for bus with flashing lights



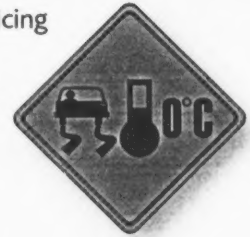
Cattle crossing ahead



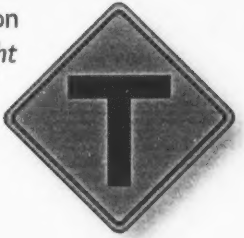
Two lanes merge ahead
Traffic entering from right



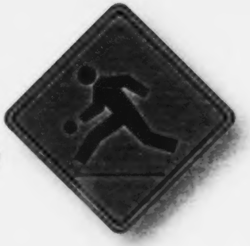
Surface subject to icing
Bridge or roadway surface may be slippery at zero degrees Celsius°, slow down



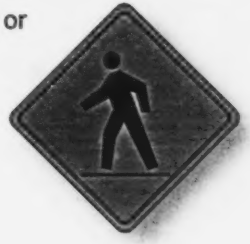
Warns of T intersection
Road turns sharply right and left



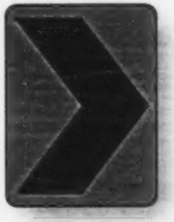
Playground ahead
When this sign has a km/h tab mounted underneath, it means that this speed is to be observed



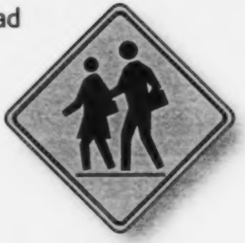
Pedestrian crosswalk or corridor ahead



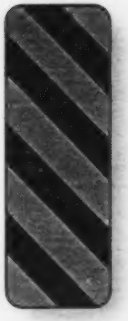
Chevron (arrowhead)
Posted in groups to guide drivers around sharp curves in the road



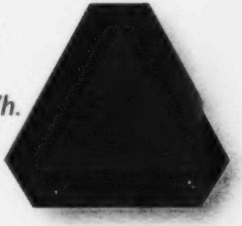
School crosswalk ahead

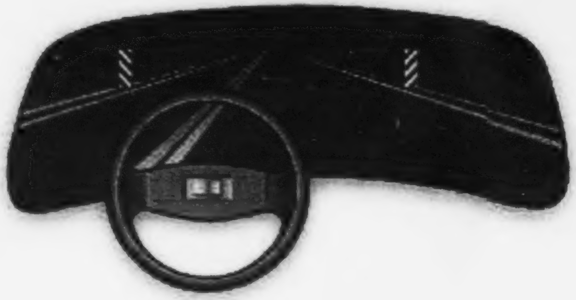


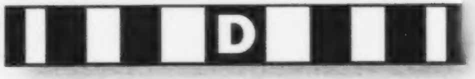
Hazard close to the edge of the road
The downward lines show the side on which you may safely pass



Slow moving vehicle
Mounted on the rear of vehicles that travel at speeds less than 40 km/h. It warns drivers approaching from behind to slow down



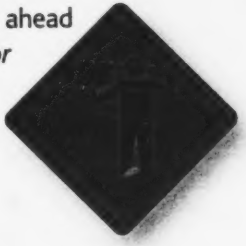




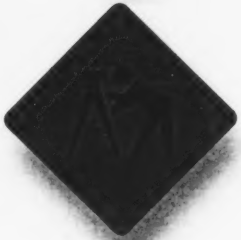
Warning sign on overdimension loads or on escort vehicles

4.10 CONSTRUCTION SIGNS – Construction signs have black letters or symbols on an orange background.

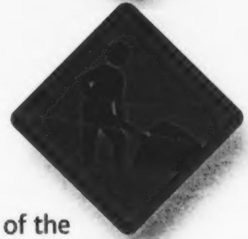
Traffic control person ahead
Be prepared to stop for instructions



Survey crew ahead



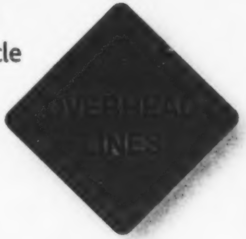
People working



The presence of one of the above three signs designates the start of the orange zone. In this zone drivers must slow to 60 km/h or less **when passing a worker, flagperson or equipment occupied by a worker.**

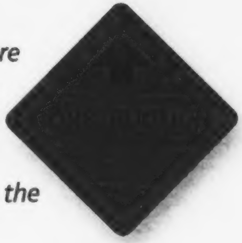
Truck entrance left/right
The location at which trucks are entering, leaving or crossing

Be prepared to stop if you are driving a vehicle with a high load

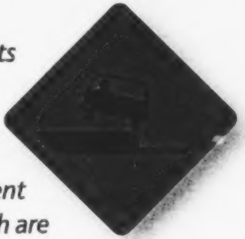


Some cities have bylaws requiring drivers to obey orange zone speed signs through the entire construction area, whether or not workers are present. Please be familiar with the bylaws in your area.

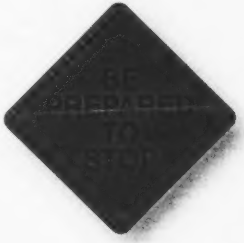
Construction ahead
This sign indicates you are entering a construction zone. Drive with extra caution and be prepared for changes in the speed limit



Pavement drop-off
This sign warns motorists that they are on or approaching a section of roadway where either the adjacent lane or shoulder or both are lower or higher than the motorist's travel lane



Be prepared to stop



4.11 RAILWAY CROSSINGS

Drivers should check for trains at every crossing, even those equipped with automatic signals.

Never get trapped on a crossing

When traffic is heavy, wait on the approach to a crossing until you are sure you can clear it.

When the last car of a train passes the crossing, do not start up until you are sure no train is coming on another track, especially from the other direction.

Never race a train

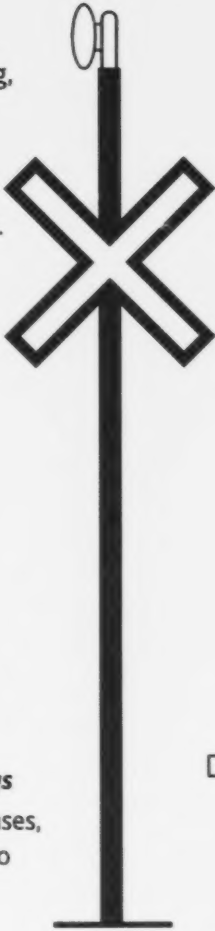
Racing a train to the crossing is foolhardy. You may lose.

Avoid shifting gears on a crossing

If your vehicle has a manual transmission, shift down before the crossing.

Watch for vehicles that must stop at crossings

Be prepared to stop when you are following buses, school buses or large trucks that are required to stop.



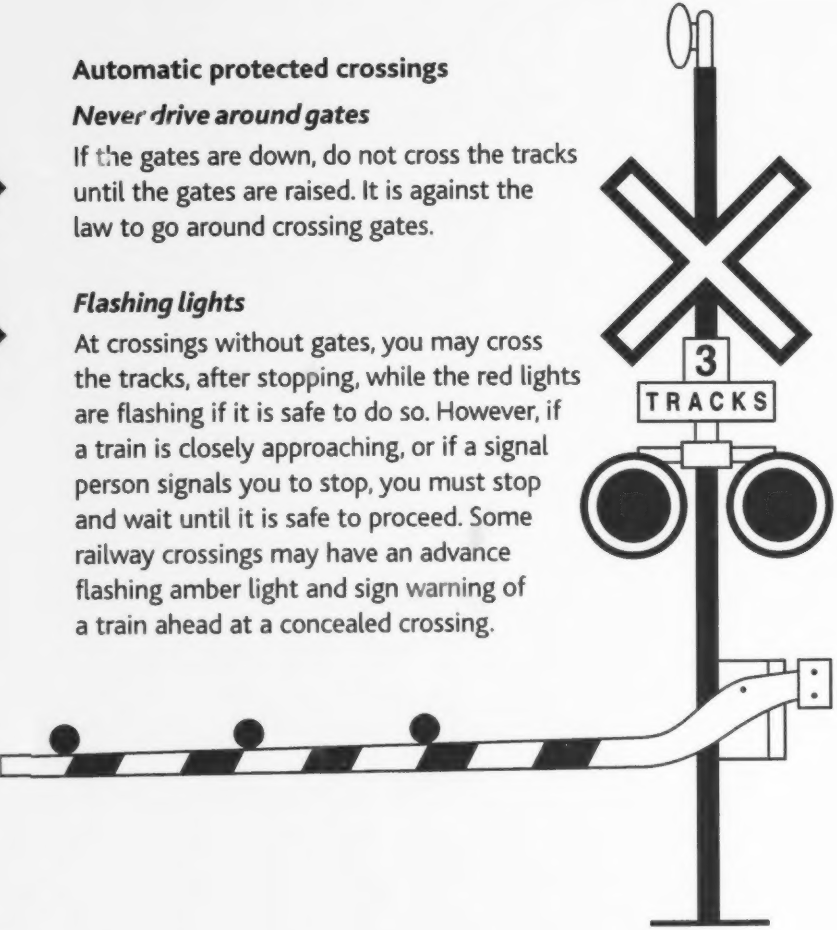
Automatic protected crossings

Never drive around gates

If the gates are down, do not cross the tracks until the gates are raised. It is against the law to go around crossing gates.

Flashing lights

At crossings without gates, you may cross the tracks, after stopping, while the red lights are flashing if it is safe to do so. However, if a train is closely approaching, or if a signal person signals you to stop, you must stop and wait until it is safe to proceed. Some railway crossings may have an advance flashing amber light and sign warning of a train ahead at a concealed crossing.



4.12 CROSSROAD DELINEATORS

Triangular reflective delineators can be found mounted on both sides of a sign post at many rural intersections controlled by stop or yield signs.

They alert rural drivers to the fact they are approaching an intersection and indicate the classification of the road as follows:

Three delineators

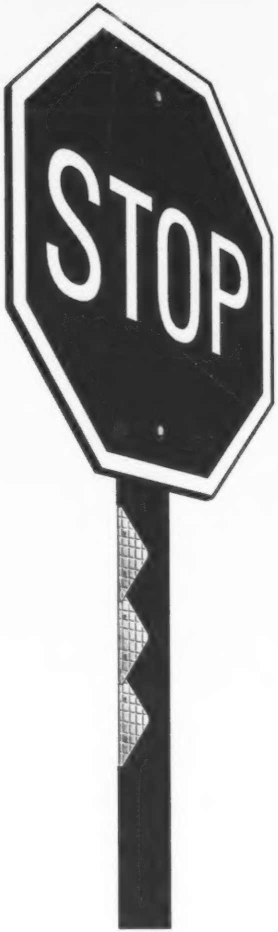
- all provincial and public highways
- community access roads
- grid roads
- major streets

Two delineators

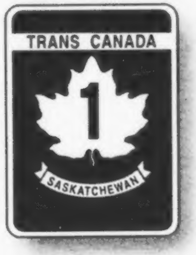
- main farm access roads
- improved all weather roads
- intermediate urban streets

One delineator

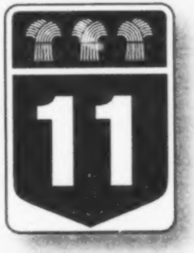
- all other minor rural roads and local urban streets



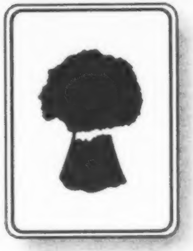
4.13 GUIDE SIGNS



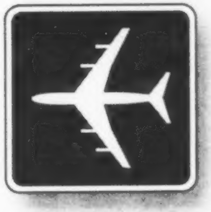
Trans Canada Highway



Provincial Highway

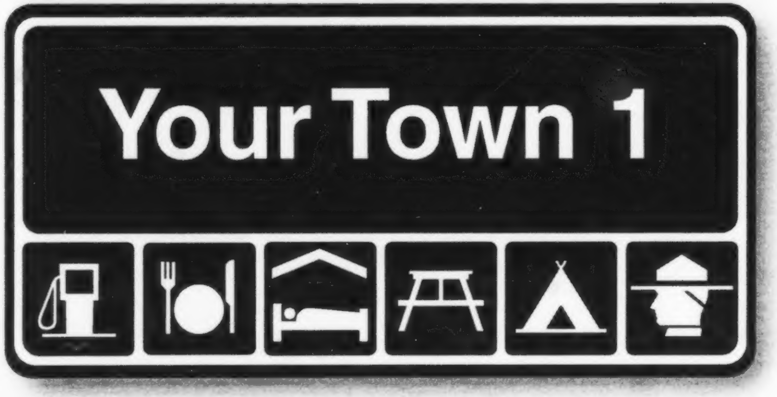


Numbered Rural
Municipal Route Marker

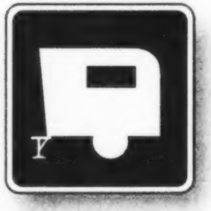


Airport
Plane points direction to airport

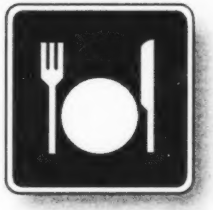
4.14 INFORMATION SIGNS



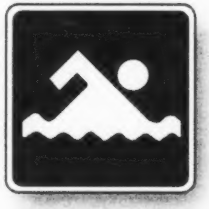
Advance community sign with service tabs



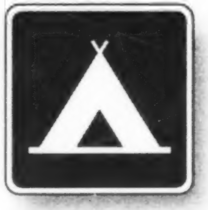
Trailer facilities



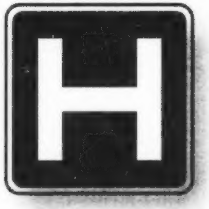
Food



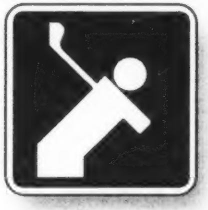
Swimming



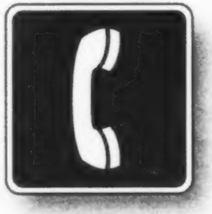
Camping



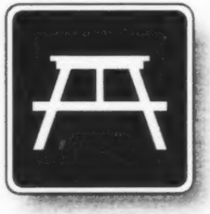
Hospital



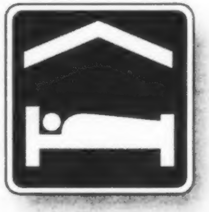
Golf course



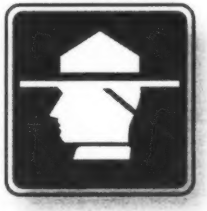
Telephone



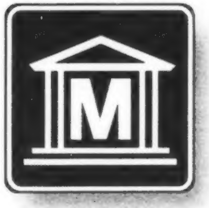
Picnic facilities



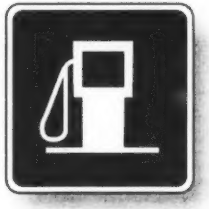
Accommodation



Police

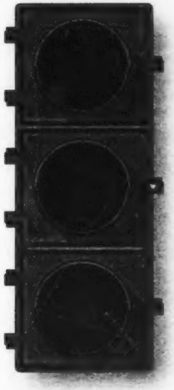


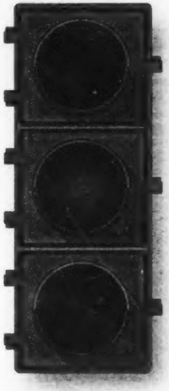
Museum

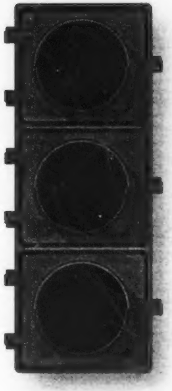


Gasoline fuel
Diesel fuel (D)

4.15 TRAFFIC SIGNALS







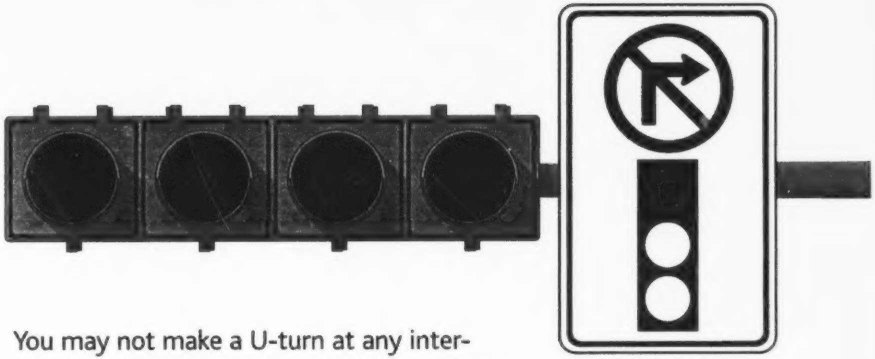
When approaching a green light at an intersection, you may turn left, right or drive straight through the intersection unless a sign prohibits any of these movements.

If you want to turn left you can enter the intersection on a green light, but you must yield to oncoming traffic and pedestrians. If traffic is heavy, you may be forced to complete your turn on an amber or red light.

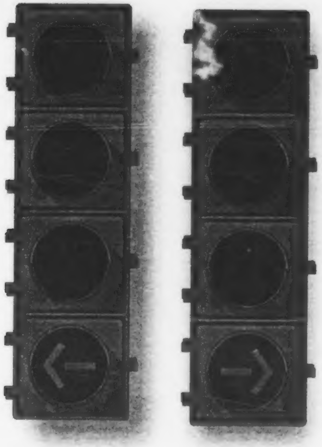
You can often predict the appearance of an amber light by taking note of how long the light has been green and by watching for the "don't walk" light, especially if it is flashing.

When approaching an amber (yellow) light at an intersection, you must stop before entering the crosswalk. If you have already entered, or cannot stop safely, proceed with caution.

When approaching a red light, you must stop and remain stopped until the light changes. If you are making a right turn at an intersection, you may make the turn, but only after stopping and yielding the right of way to pedestrians and to any vehicles travelling through the intersection. This also applies to making a left turn at the intersection of two one-way streets. Some intersections may have a sign prohibiting turns on red lights.

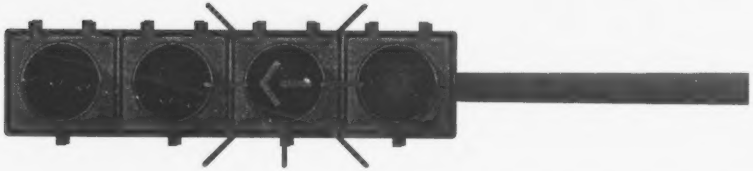


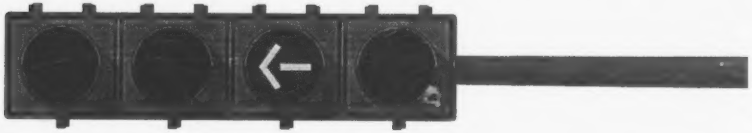
You may not make a U-turn at any intersection where there are traffic lights unless there is a sign to indicate U-turns are permitted.

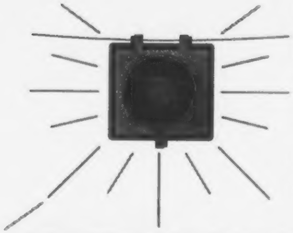


When approaching a red light and a light with a solid green arrow, you may proceed in the direction of the arrow only after yielding the right of way to any other vehicles and pedestrians.

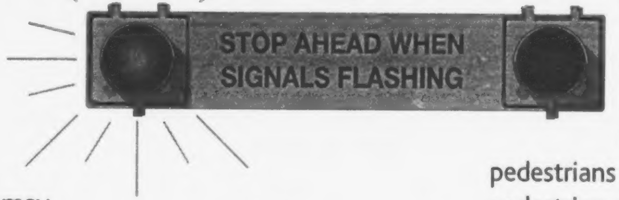
When approaching a red or green light and a flashing green (left turn) arrow, you may proceed in the direction of the green arrow. After the left turn arrow, a yellow arrow may appear. This means the green light is about to appear for traffic in both directions.





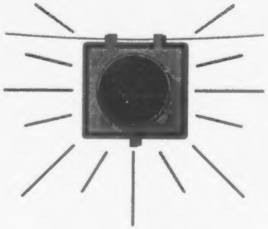


When approaching a flashing amber (yellow) light, you must proceed with caution.

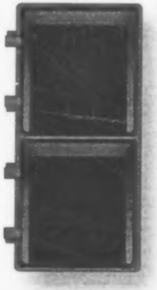


Alternating flashing amber lights may warn you that traffic lights ahead are red or about to turn red.

When approaching an amber light, you must yield the right of way to any pedestrians in the crosswalk or pedestrian corridor.



When approaching a flashing red light you must stop, but you may then proceed when it is safe.

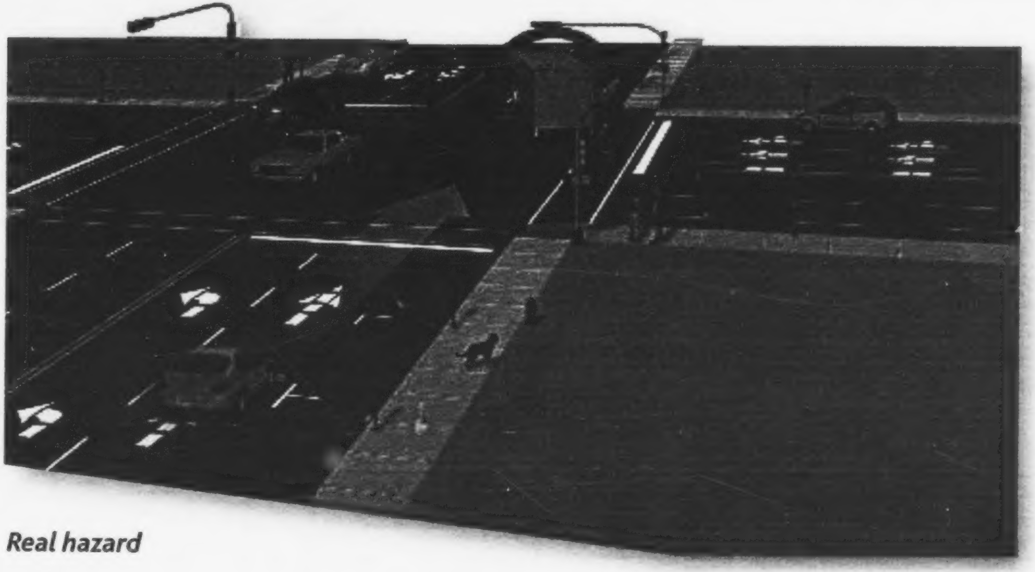


Pedestrians may not cross an intersection when they are facing a red light, a yellow light or a "don't walk" light or symbol. A flashing "don't walk" means pedestrians should finish crossing the street if they have already started. Some signals have a countdown showing how many seconds remain before it is unsafe.

Basic driving skills

5.1 HAZARDS

A **hazard** is a source of danger. When driving, it is something that forces you to change your speed (usually to slow down) or change your steering (usually to steer around it) to avoid a collision.



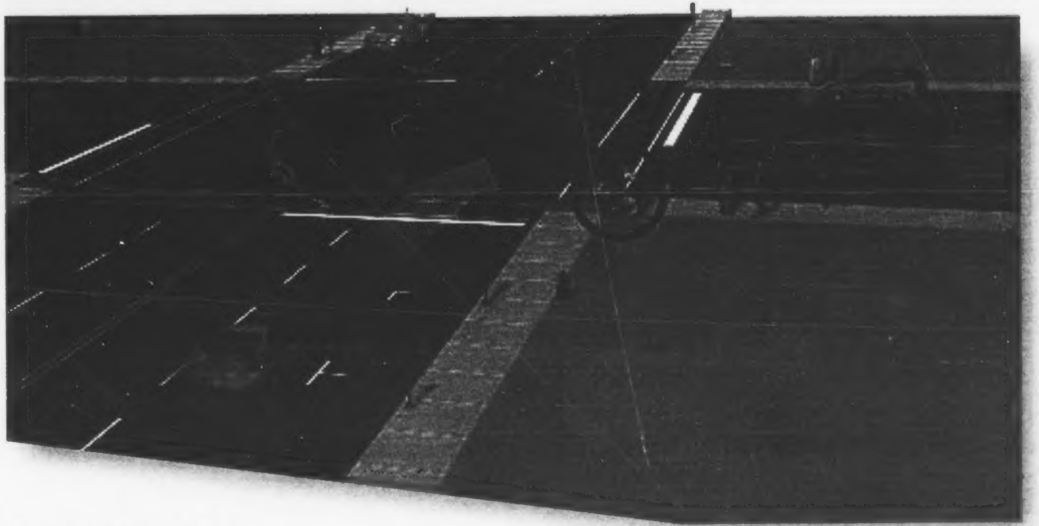
Real hazard

Real and potential hazards

Examples of real hazards are: a stop light, a car moving slowly or stopping in your lane, a curve that requires you to slow down, a pedestrian or vehicle blocking you.

A potential hazard is something that might happen: a car signalling the intention to change lanes, a car on the shoulder that might pull out, a pedestrian who might cross the road or a traffic light that might change.

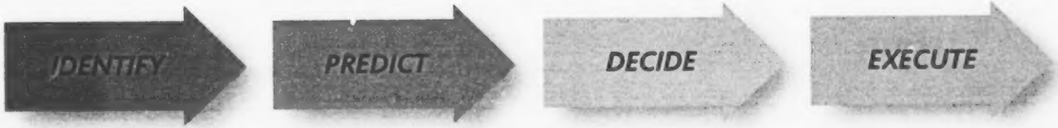
These two types of hazards will be referred to frequently in the following sections.



Potential hazard

5.2 THE IPDE METHOD OF DRIVING

We use the IPDE (Identify, Predict, Decide, Execute) approach to driving to deal with potential and real hazards. IPDE defines the four steps involved.



Identify

The first step to good driving and avoiding collisions is to **identify**, well in advance, real and potential hazards.

From the thousands of objects in your field of vision, you must learn to filter out those that do not provide you with information relevant to the driving task. For instance, although a red neon sign attached to a restaurant may catch your eye, it is an unnecessary distraction because it is irrelevant to the driving task. You must search for real or potential hazards (such as traffic lights or children) and give them your immediate attention.

To use this information the hazard must be spotted in plenty of time. Therefore, make sure that you are in a good position to see.

Predict

Step two is to **predict** what will happen should you encounter a real or potential hazard.

Real hazards
For a real hazard, such as a red light, stop sign or a stopped vehicle, you simply predict whether or not the traffic light will change or the vehicle will remain stopped.

You will usually see real hazards in plenty of time and will have few problems predicting what will happen. Although you may be scanning the road properly, a vehicle may suddenly stop right in front of you. You will then have to quickly predict what may happen in the next few seconds.

Potential hazard
Every vehicle you share the road with is a potential hazard. Be aware of where other drivers could go. Make your best prediction of what they are likely to do and keep revising this prediction as you move towards them. Pedestrians, cyclists or children on the side of the road are often potential hazards.

Predict the path of potential hazards. The vehicle may make a right turn. The child may run across the road.

The more often you practise predicting what may happen and what pedestrians and other drivers might do, the quicker you will be able to make accurate predictions.

Decide

Step three is to **decide** exactly what you will do to drive smoothly and deal with the hazard. This means planning your actions in detail and checking to see that the way is clear to proceed.

Real hazards

You may decide to simply brake gently or change lanes to avoid the hazard, or you may want to brake hard, release the brakes and steer.

Potential hazards

When you encounter a potential hazard, you may decide to take no action and continue to monitor the actions of other drivers, or you may decide to take action to avoid the other vehicles.

Consider the following steps before you take any action:

1. Check that your chosen gate is still open.
2. Check the surface condition of the roadway for braking.
3. Check the shoulder and the ditch.
4. Continue to watch the vehicle and decide whether you will take action to avoid it.

Execute

The final step, to **execute**, means to carry out your decision.

Executing some of your decisions will simply mean making a smooth stop at a traffic light.

Executing other decisions may involve using techniques for emergency driving.

To be good at executing your decisions, particularly emergency decisions, you need to practise in a safe situation, preferably with a trained instructor. Practice helps you overcome the panic that usually arises the first time you are in an emergency.

When you begin practising the IPDE method you will be slow and will probably think in words. As you practise, you will become faster and begin to think in ideas and pictures. At this stage, you will be able to carry out the entire procedure rapidly. You can cut your reaction time by taking the time to practise the IPDE method. It may save your life.

Once you have been using IPDE for some time, much of your identifying, predicting, deciding and executing will be carried out instinctively.

You will need to use IPDE more often in heavier traffic and when you are driving at higher speeds.

You will find that your physical condition greatly affects your ability to handle IPDE. If you are tired or are ill, you should reduce the IPDE load by travelling at reduced speeds. You can reduce the IPDE load by avoiding heavy traffic. You might also consider not driving.

Alcohol and other drugs make it very difficult to carry out the IPDE process. Since IPDE is designed to prevent you from having collisions, it is not surprising that a large number of crashes are alcohol- and drug-related.

5.3 TIME – THE KEY TO JUDGMENT

It is difficult to judge how far things are ahead of you. It's even more difficult when both your vehicle and the object outside the vehicle are moving. For example, can you judge how far away that approaching car is?

We all have internal clocks. We all have an internal awareness of time. Why not use time to measure how far ahead things are in day-to-day driving? You can do this by "counting" seconds.

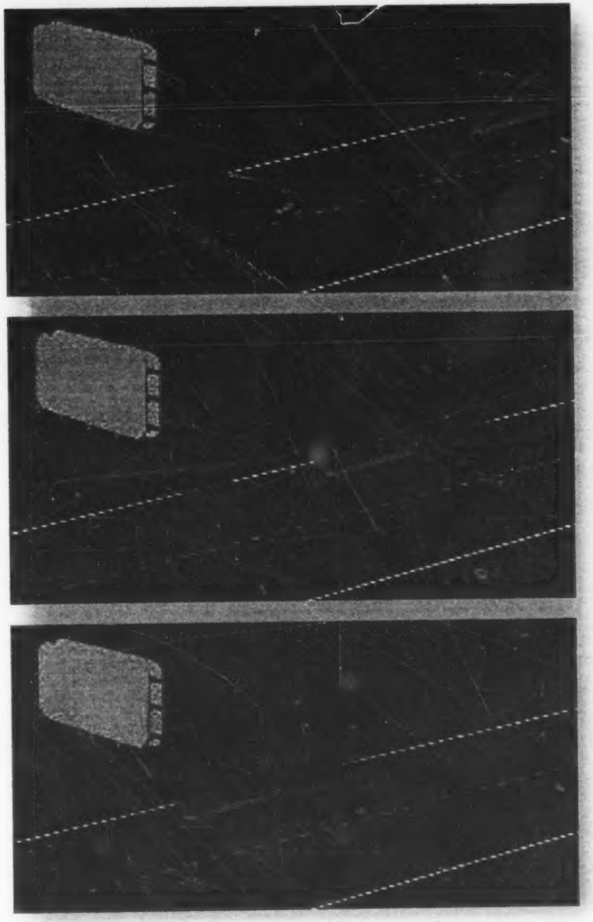
To count time in seconds, say out loud, "Thou - sand and one, Thou - sand and two, Thou - sand and three," at a normal speaking rate without pausing between the numbers. This will give you a reasonably accurate count of three seconds.

Practise checking against your watch; you'll be counting off perfect seconds in no time.

The language of time

The most important skill in driving is being able to use your eyes effectively to seek out the information you need to drive. To use time as the basis for all of your driving, with special emphasis on your eye use, you need to understand the different ways of estimating time.

First, you must be able to estimate, while you are driving, how far stationary objects or fixed distances are from you. For example, the sign is nine seconds away and at 100 km/h the spaces on the broken lines on the highway disappear about 12 seconds ahead.



Estimate distance ahead in the following way:

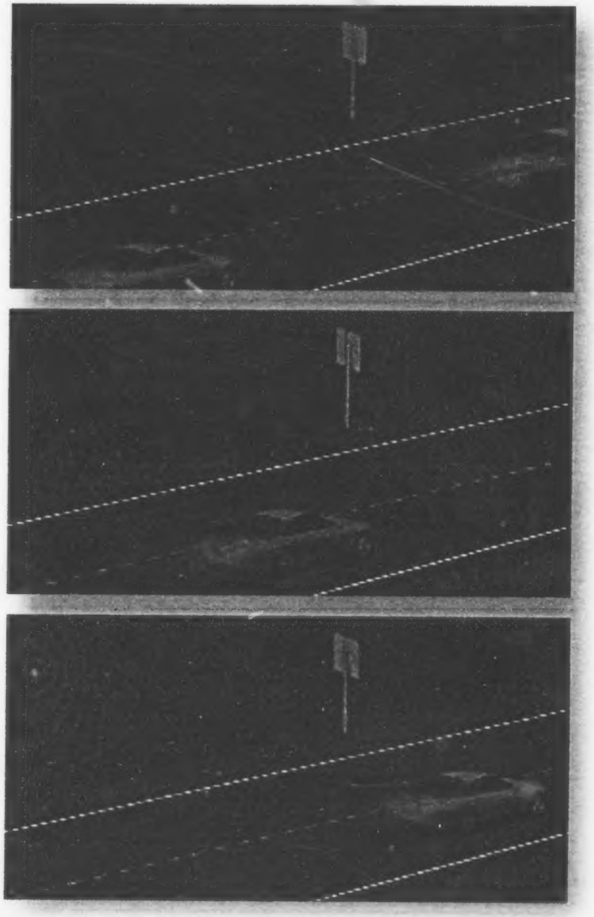
1. Pick a stationary object that is on or near the road (for example: a sign, shadow, overpass or pavement patch).
2. Guess how many seconds the object is ahead.
3. Then start counting "Thou - sand and one, Thou - sand and two, Thou - sand and three," etc.
4. When your front bumper is beside the object, stop counting. This will give you the number of seconds between you and the object chosen. If you guessed 15 seconds and the distance ahead is really eight seconds, then guess a lower number next time. Try for longer distance; see if you can guess how far away 40 seconds is. This way you'll improve your judgment.
5. Continue practising this exercise until you can judge time accurately.

The relationship between time and distance varies with speed. Therefore, begin by making all your judgments at the same speed. Then, practise at other speeds at which you most commonly drive, say 100, 80 and 50 km/h.

Using time to estimate your following distance

When you are driving, estimate the distance between you and the vehicle in front in the following way:

1. Pick something that is on or near the road and is not moving (for example, a sign, pavement patch, shadow or overpass).
2. When the back bumper of the vehicle ahead is even with the object you have chosen, start counting – "Thou - sand and one, Thou - sand and two, Thou - sand and three," etc.
3. When your front bumper is beside the object, stop counting. This will give you the number of seconds between you and the vehicle you are following.
4. If you are closer than three seconds, drop back and check again until you have achieved a minimum of three-seconds following distance. Any following distance longer than that is safe.



You will notice that by keeping a three-second following distance, regardless of your speed, the distance between you and the vehicle in front will automatically lengthen as you go faster. So, for a three-second following distance at 100 km/h, you will be twice as far back as you would be at 50 km/h and four times as far back as you would be at 25 km/h.

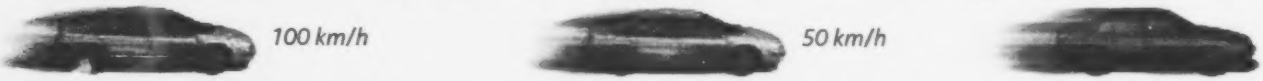
There is one situation where a three-second following distance is not enough. If you are following a large truck or van that blocks your view of traffic ahead, drop back to more than three seconds until you can see around the vehicle (as illustrated next page).

You may feel that if you try to keep a three-second following distance, other drivers will cut into the space you leave. This will happen sometimes, but less often than you think. To give up your sight distance, your planning and response time and relaxed driving just because you want to save a few seconds and not let other drivers cut in, is a poor bargain. If you let other drivers dictate your driving style, then you are not in control.

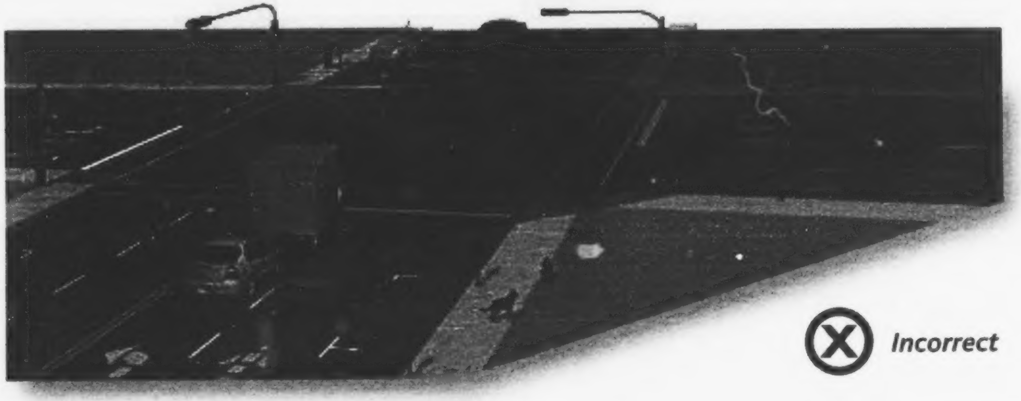
Occasionally, under special circumstances, a good case can be made for lengthening your following distance beyond three seconds.

TIME – DISTANCE RELATIONSHIPS

SPEED KM/H	SPEED MPH	METRES/SECOND	3-SECOND FOLLOWING DISTANCE (IN METRES)	12-SECOND FOLLOWING DISTANCE (IN METRES)
100	62	28	84	336
90	56	25	75	300
80	50	22	66	264
70	43	19	57	228
60	37	17	51	204
50	31	14	42	168
40	25	11	33	132



For a three-second following distance at 100 km/h, you will be twice as far back as you would be at 50 km/h.



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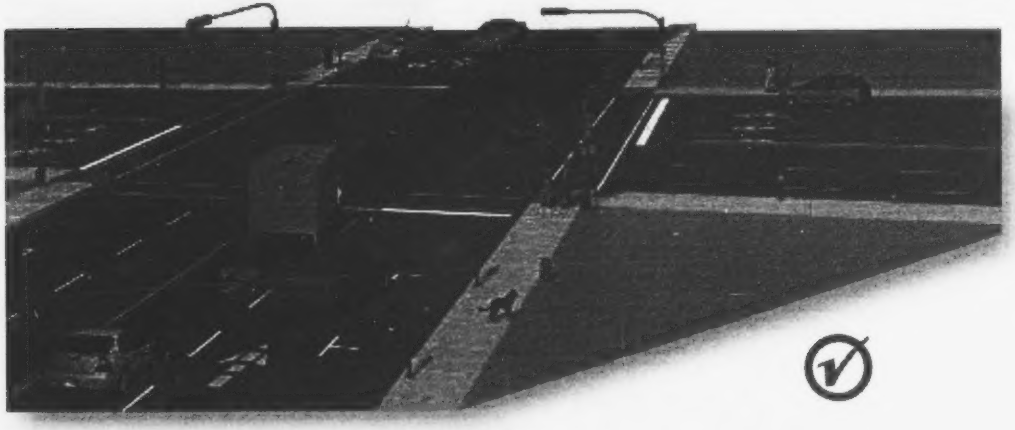


✓

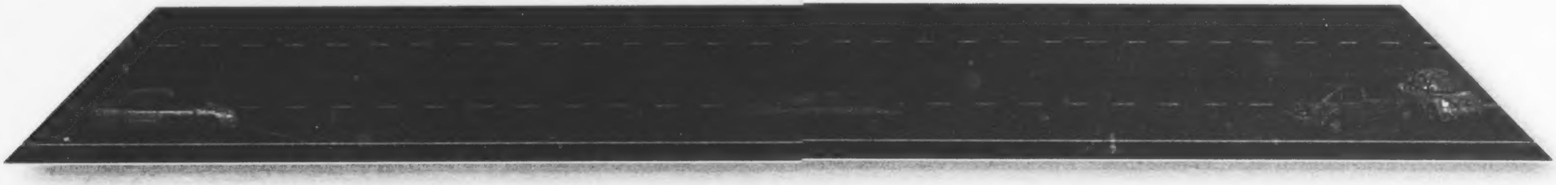
To understand why, you will need to examine how three seconds would be spent in a situation that could turn into a collision.

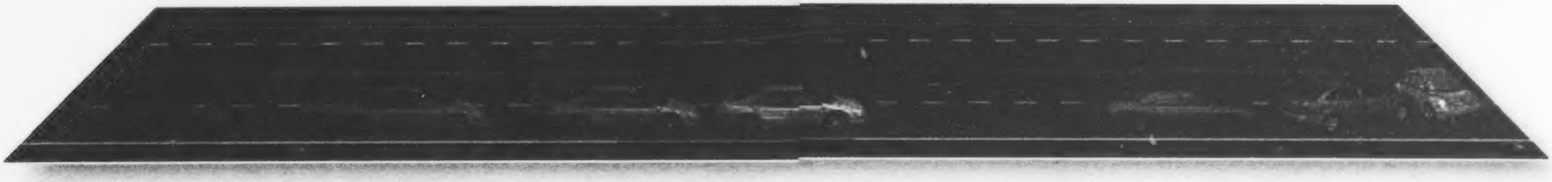
First, you will spend some of the three seconds identifying the problem, predicting the outcome and deciding what to do, through the IPDE approach to driving. Then you need some reaction time – to get your foot off the accelerator and apply the brake. If you're reasonably alert, you can do all of this in three seconds and begin braking, too.

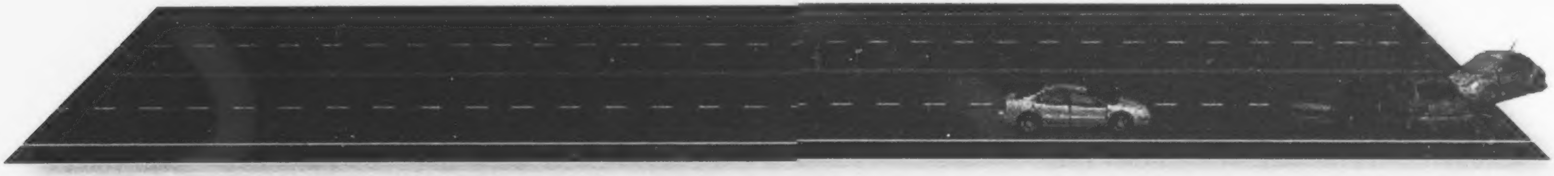
If you stop at the same rate as the vehicle ahead, you will not hit it.

But, if the driver in front hits a fixed object; you are tired and are slower to react than the other driver; the other vehicle has better traction; or, the other driver is more skilled at braking than you are, then you need more than three seconds to avoid a collision.

However, if you are looking ahead as far as you should, you will see the cause of the problem any time from 12 to 60 seconds ahead – possibly before the driver ahead of you sees it. In this case, you can respond to the problem rather than to the brake lights of the vehicle in front of you.







5.4 EYE USE

Of all your senses, your eyesight is the most important for driving. Your eyes pick up most of the information you need to drive.

Steer where you look

It is important to understand that your eyes determine the path your vehicle follows – **you steer where you look.**

To illustrate this, pick a straight stretch of paved highway with light traffic. While driving, look at the centre line about 12 seconds ahead. Keep looking at the centre line 12 seconds ahead. Observe how the car moves toward the centre line.

Now, look at the edge of the road 12 seconds ahead.

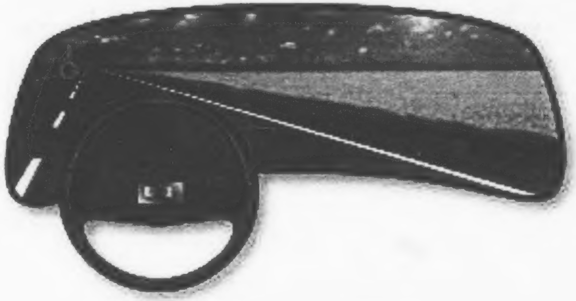
You will steer where you look.

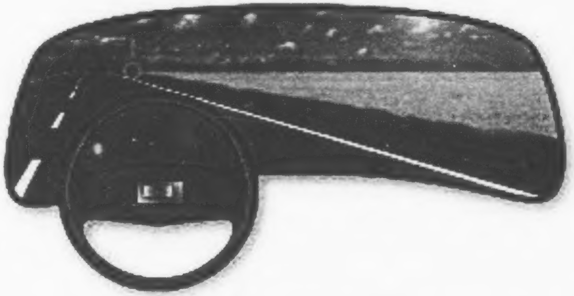
To steer straight ahead, look about 12 seconds directly ahead of where you are sitting.

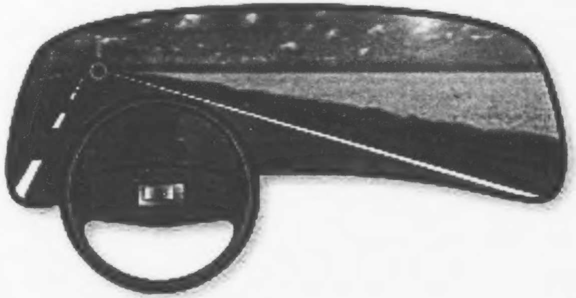
To steer around a curve, look at the inside of the curve to where the centre lines vanish. Do not look in the mirrors, do not look down at your instrument panel. If you take your eyes off the road, you will not maintain precise control over your steering.

Remember, if you look at the side of the road, you will steer to the side of the road. Look where you want to go, particularly in an emergency or a skid, and steer there.

Check your mirrors and speed when you are driving in a straight line, and when steering is less critical.





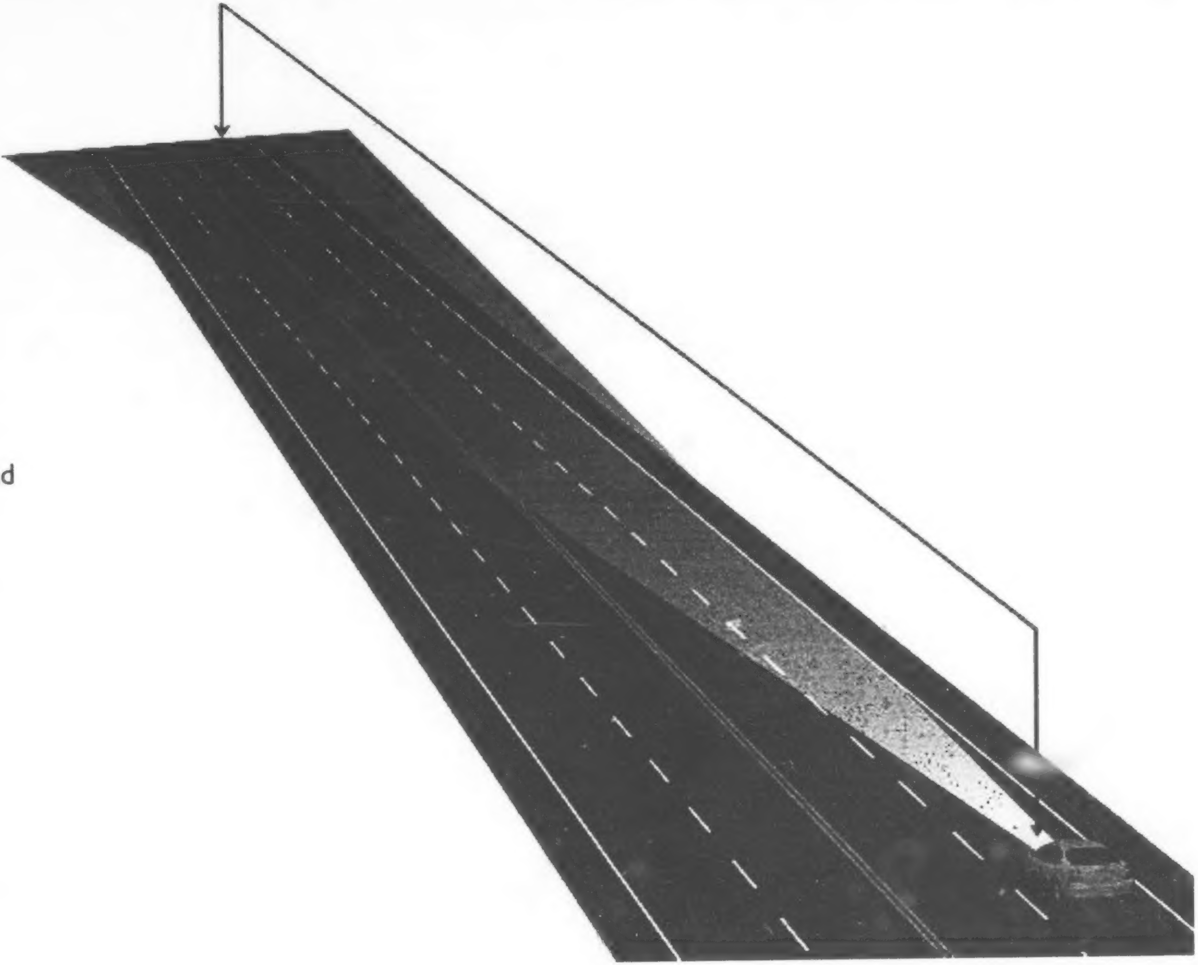


Search patterns on highways and rural roads

When you drive on a highway, you hope the road is clear and unobstructed. To verify that, you will need to perform a search pattern – searching the road for any obstructions or hazards.

"Looking up" on highways

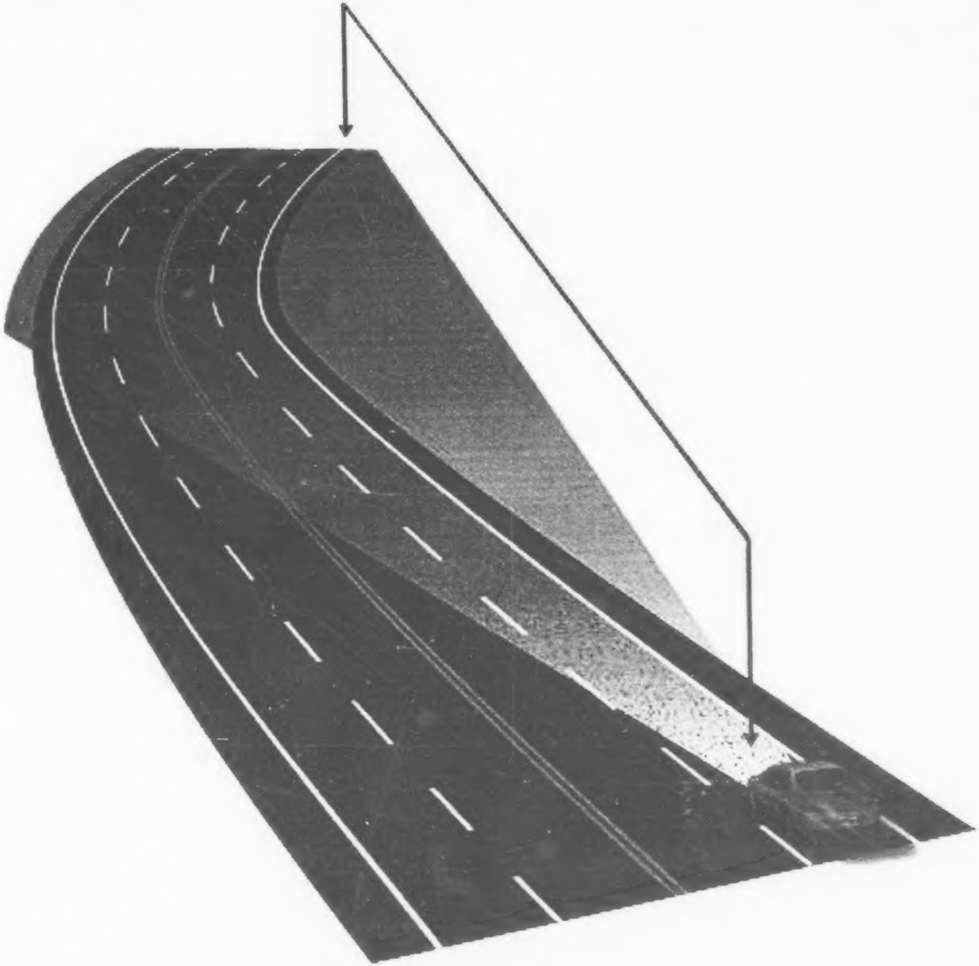
As part of your search pattern, look up as far as you can see. To look up means to look as far ahead as you can see the highway – to the horizon. (On a straight road, you may be able to see up to 90 seconds ahead.)



On a curve, look up across and around as far ahead as you can see. At first, you will likely have to concentrate to look this far ahead in curves.

When curving right, look at the shoulder line to the point where it disappears. Keep looking at that point and maintain a steady speed. When curving left, look at the centre line as far as you can see it. When coming out of the curve, look at your lane all the way to the horizon.

As you develop that "far ahead" view, you will automatically drive the curve smoothly and accurately. You will also benefit from seeing your path far enough ahead to deal with any obstacles in your path.



"Referencing down" on highways

Reference down by moving your eyes down from the look up position so that you see the road 12 seconds ahead at 100 km/h.

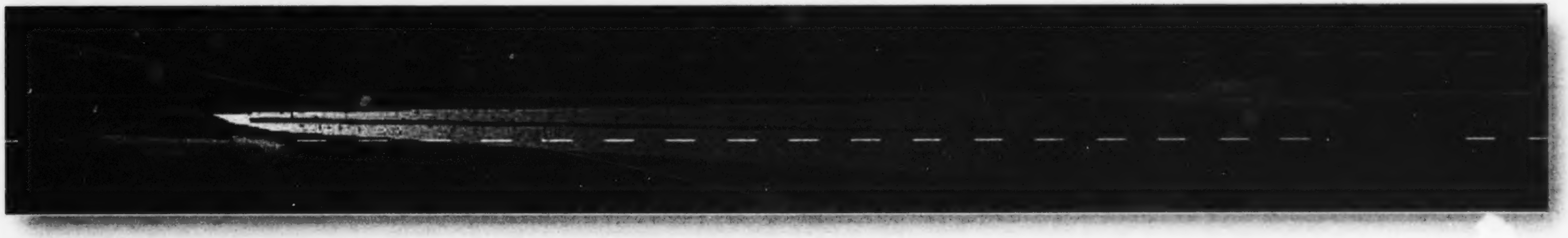
Look on the road in front of you to where the spaces on the broken lines on the road disappear. This will be about 12 seconds away. This will help you obtain information you require to steer accurately and safely.

Until now, you have been looking up (to the horizon), referencing down (12 seconds ahead), looking up, referencing down, etc.

When most people try this exercise, they usually find that they have not been looking up as far as they can see. Also, they have usually been referencing down much closer than 12 seconds.

To establish search patterns of up to 90 seconds ahead and to stretch your referencing down to 12 seconds requires two things. First, most drivers must admit that they have not been looking far enough ahead. Second, you have to practise to make looking up and referencing down a habit.

As you establish the habit of looking up and referencing down, you will see the benefits to your driving, and this method will become easier every day. Also, steering where you look will help you overcome steering problems such as wandering within a lane or wandering from lane to lane.



Sweeping highways with your eyes

The next part of your search pattern is to look for things that will interfere with your path – vehicles entering from the side, animals or people on the side of the road, or approach roads. This involves sweeping your eyes across and to the side of the road. Try to sweep about 12 seconds ahead.

Filling in the gap on highways

Now fill in the gap between you and where you reference down 12 seconds ahead. Check the vehicles in front, the road surface for ice or pot holes, and the width and firmness of the shoulders.

Checking your gates on highways

Next, you need to check which gates are still open; that is, the space around your vehicle on all four sides. Pay close attention if you have detected a real or potential hazard. Check your mirrors often to see whether the rear and two side gates are open.

Checking your instruments on highways

You should check your instruments when it is safe to take your eyes off the road. Even checking your speed takes one and a half seconds. Therefore, check your instruments when you are on a straight stretch of road with your gates open and with no real or potential hazards ahead.

Check your speed and, less often, glance at your gas gauge and other instruments or warning lights.

Now your pattern should be: look up, reference down, look up, reference down, sweep left, sweep right, look up, reference down, fill in the gap, look up, reference down, check your gates, look up, reference down, check instruments, etc.

The exact sequence that you use will vary with the features and the traffic on the highway. The most important part of the sequence is to look up and reference down. Include the others as needed. The more often the situation changes around you, the more often you have to search.

Search patterns in urban areas

The pattern for city driving is similar to that of highway driving. It is not easy to achieve, but is worth practising.

Looking up in urban areas

To look up in an urban area, look ahead as far as you can see – usually several traffic lights or a number of blocks ahead. This will give you information about the flow of traffic, the sequence of the lights and whether there is construction or major obstructions ahead.

Referencing down in urban areas

Next in the sequence, you should reference down. **To reference down in an urban area, move your eyes down from the look up position so that you view the road 12 seconds ahead at city speeds.** Even if you cannot see clearly for that distance, you should look around or through the windows of the vehicles ahead. Try to see cars well ahead that are slowing down, changing lanes, turning or stopping. Watch for brake and signal lights.

Sweeping with your eyes in urban areas

In the city you need to sweep further to each side and to sweep more frequently than you do on the highway.

The sequence now should be: look up, reference down, look up, reference down, sweep left, sweep right, look up, reference down, etc.

Filling in the gap in urban areas

You need to fill in the gap between you and where you reference down, 12 seconds ahead. In the city, you need to do this more often than on the highway because you do not have as clear a view ahead.

Checking your gates in urban areas

You need to be more aware of the status of your gates when driving in the city because vehicles are more likely to be in your blind spot.

Never permit yourself to drive in a situation where there are fewer than two gates open. If you cannot control the rear and side gates, at least you can drop back and double the distance between you and the vehicle ahead – to five or six seconds.

Checking your instruments in urban areas

You will have little time to check your instruments when driving in the city. From time to time, check your speed. But remember to do this in light traffic or on straight, unobstructed roads. You can check your gauges at traffic lights and stop signs.

Search patterns at night

At night, your search pattern is much the same as it is during the day. You should look up and reference down to about 12 seconds ahead. This means that most of the time you will be looking **beyond** the part of the road illuminated by your lights.

You still need to sweep with your eyes, fill in the gap and check your gates and instruments.

Do not look at the side of the road because you will steer there. Obviously, do not look at oncoming headlights because the glare will blind you. Look 12 seconds ahead, directly in line with where you are sitting.

Search patterns in emergencies

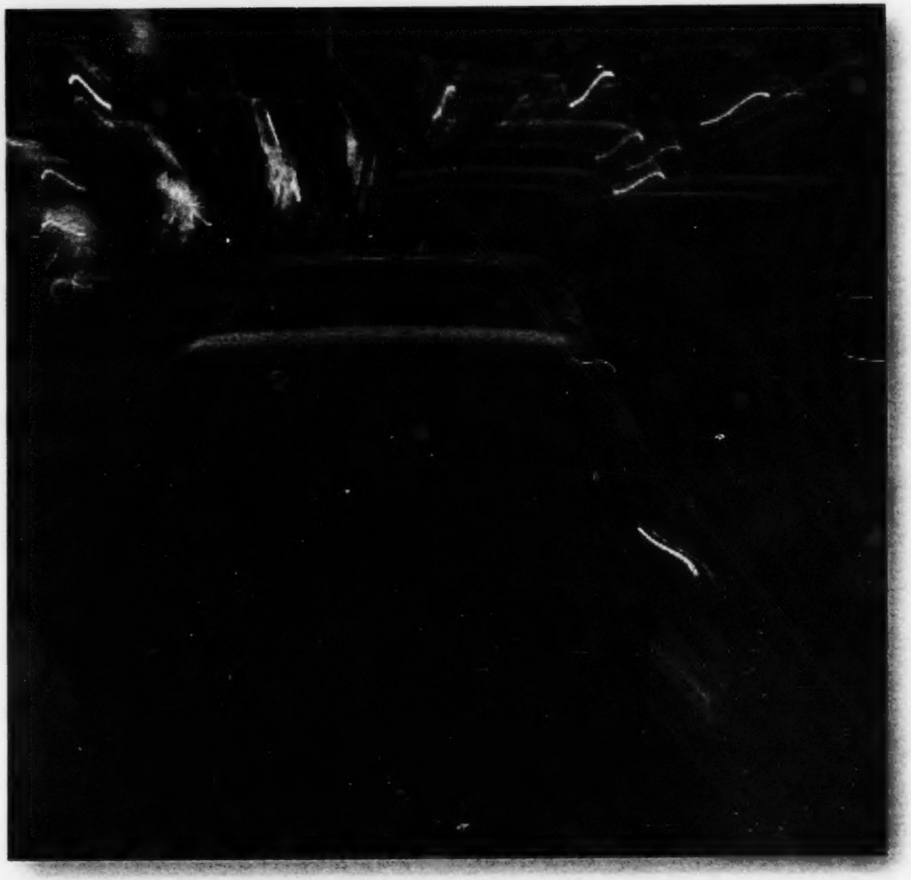
The rule for where to look in emergencies is simple: **look where you want to go and steer there.**

If you are sliding or skidding sideways, do not look down, do not look at the instrument panel and do not look at what you might hit. **Look where you want to go.**

Driving in dense traffic

If you are not accustomed to driving in dense traffic, the experience can be highly stressful. You can make it easier if you plan where you wish to go in advance. It is nerve wracking to drive in a new environment and to try to navigate at the same time.

The most important thing to remember is **do not give up your following distance. Do not stop your search pattern.** If the drivers around you are driving one second apart, let them, but do not be tempted to follow their example.



5.5 BEFORE YOU DRIVE

Vehicle familiarization

Many drivers have collisions during their first week of owning a new car because they do not know where the controls are.

Whenever you get into a vehicle that is new to you, take time to find out where the controls are. You must be able to operate the windshield wipers, windshield washers, horn, lights, heater, radio, turn signals and emergency flashers without looking at them. With the vehicle stationary, practise looking at the road ahead while you reach and adjust each control.

Read the owner's manual. New vehicles have new design features that you should be familiar with if you are to drive safely and get maximum enjoyment and efficiency from your vehicle's equipment.

Before you drive check that:

- doors are properly closed (if security is an issue, you may want to lock your doors)
- all loose objects are secured
- your seat is properly adjusted
- head restraints are properly adjusted
- mirrors are properly adjusted
- air flow regulators are adjusted (vents, heaters, air conditioning)
- seatbelts are fastened and properly adjusted
- bulbs in warning lights are working and the lights go out when the engine starts (see owner's manual)

Design components for safety

Vehicle designers must prevent injury and reduce the seriousness of injury in crashes by building safety features into the design of every vehicle.

Important safety features include head restraints, seatbelts and airbags.

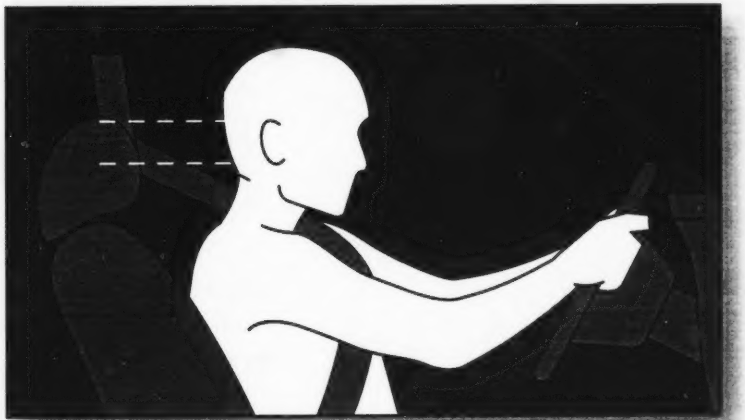
Head restraints

In some vehicles, the head restraints are built into the seat, while in others you have to adjust them.

If your vehicle is hit from behind, or if you hit someone in front, you are much less likely to suffer a whiplash injury to your neck if your head restraint is properly adjusted.

Adjust the height of the head restraint for each driver or passenger. The protection afforded is well worth the effort.

Adjust the pad of the restraint to support the back of your head. The top of your head restraint should never be lower than the top of your head.



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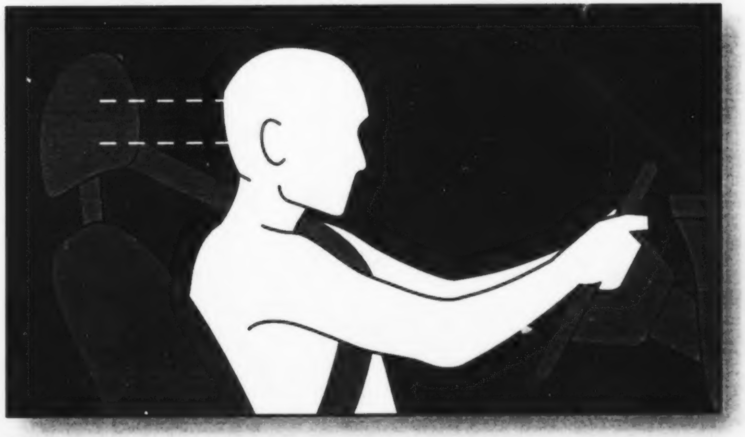


✓ ***Correct***

Seatbelts

A safe passenger compartment is an important part of vehicle design. The front and rear of a car are designed to collapse on impact while the passenger compartment remains undisturbed. Your chances of survival are, therefore, greatly increased if you remain in the passenger compartment.

Your seatbelt will keep you in your seat and will reduce the forces your body experiences in a crash.

In Saskatchewan, every vehicle occupant must wear a seatbelt where they are provided in a properly adjusted and securely fastened manner. Obey the law and increase your chances of surviving a collision. Put on your seatbelt every time you ride in a vehicle. To be most effective, seatbelts must be used properly. First, put the lap belt on, adjusting it to fit over your pelvis, and pull it snug. The lap belt is designed to take the force on your pelvis – not your stomach. Keep the lap portion low.

Next, adjust the shoulder portion of the seatbelt over your chest area. How you do this will vary from vehicle to vehicle. Some adjust automatically, others work like a window blind. Adjust your shoulder belt to make it snug, yet comfortable. Shoulder belts should never be worn behind your back or under your arm.

Drivers are legally responsible to ensure that passengers under 16 years of age use seatbelts where available and child safety seats, when appropriate. If not, the driver may be charged. Passengers aged 16 years and older are responsible for buckling themselves up.

Child restraints

In collisions, children can acquire severe injuries by being thrown about or completely out of the passenger compartment. This can happen more easily than with adults because they have heavy heads in relation to the rest of their bodies. Their necks and bodies are not strong enough to withstand the impact of a collision or sudden braking.

In Saskatchewan, small children **must** be properly fitted into approved child restraints that are correctly installed. Children who weigh less than 18 kg (40 lbs.) must be buckled into proper child safety restraints that are fastened to the vehicle by a seatbelt and any other straps specified by the manufacturer no matter who is transporting them – parent, grandparent, caregiver.

For more information on child restraints, contact SGI Traffic Safety Promotion at 306-775-6042 or 1-800-667-8015 extension 6042.

Airbags

Major automobile manufacturers are now equipping many vehicles with airbags as standard or optional equipment. The tough fabric bags inflate in crashes over 16 km/h, cushioning an occupant's neck, head and chest in moderate to severe impact.

Children should never be put in the front seat of cars equipped with passenger-side airbags. The force of an airbag deploying is enough to critically injure or kill an infant or small child.

Airbags are not a replacement for seatbelts. Seatbelts alone provide all the protection a person needs in low and moderate-speed impacts. Airbags are most effective in high-speed crashes, where they often prevent serious injury.

Driver-side and passenger-side airbags are common features in newer automobiles. Airbags are also installed in the doors of some cars to prevent passengers from hitting their heads against the windows or pillars of the car during a collision.

Occupants must wear seatbelts to protect themselves in these circumstances and to ensure that in the event of a frontal crash, they remain in the seating position necessary for airbags to be effective.

Seating position

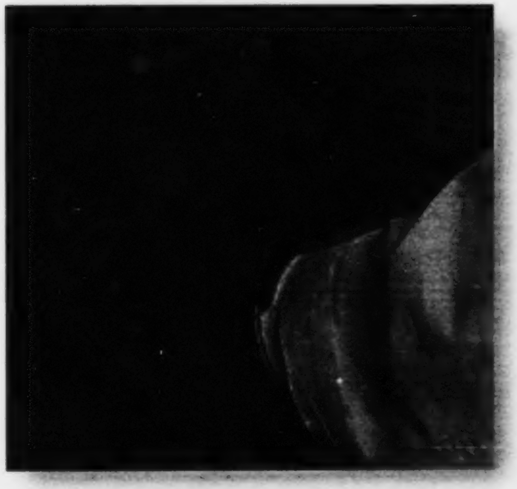
If you do not sit properly, you cannot steer well nor can you use your brake or accelerator efficiently.

The proper way to sit:

1. Sit up straight and well back into the seat. Your body should be firmly against the seat back and cushion.
2. Move the seat forward or backward so your right foot is placed on the floor underneath the brake. The seat should be sufficiently forward so that your right leg cannot be straightened, and remains slightly bent even when you push hard.

With a manual transmission, depress the clutch with your left foot. When it is all the way down, your leg should still be slightly bent.

If, with the seat adjusted as far forward as it will go, you are too far back to be in this position, pad your back with cushions.



3. If the seat height can be changed, adjust it so you can see over the steering wheel, preferably so that your line of vision is half way between the top of the steering wheel and the top of the windshield. If necessary, use a cushion to raise yourself to the correct height. Try also to have at least a fist's space between the top of your head and the roof of the vehicle.

   The angle of the seat should be adjusted to support your thigh, but you should not have to use excessive force to depress any pedal to the floor.
4. If the seat back is adjustable, move it so that your arms are slightly bent when you reach out and grasp the steering wheel in a "10 and 2" or "9 and 3" position. (See "Steering," page 101.)
5. Adjust the head restraint so that the top edge is level with the top of your head.

Mirror adjustment

Proper mirror adjustment is critical to safe driving. The following page outlines an excellent method to adjust your vehicle's mirrors to maximize your view of the road. Remember, always adjust your mirrors before you start to drive.

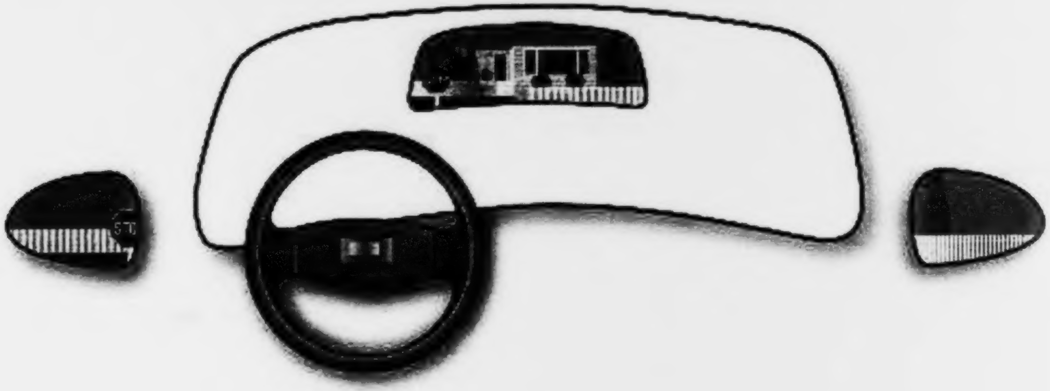
Begin with the rear-view mirror. Adjust the mirror so that you are able to see as much of the rear windshield as possible. While adjusting the mirror, aim to keep your head in the same position as it will be when you are actually driving your vehicle.

Adjusting your side mirror is a little more difficult. First, lean to the left so that your forehead is barely touching the side window. Then move the mirror so that you can just see the left side of your vehicle.

To adjust the right side mirror, position your head toward the centre of your vehicle. Adjust the mirror so that it shows just a sliver of the right side of your vehicle.

By setting mirrors so the driver can see both sides of the vehicle from the driving position, the same image will appear in all three mirrors. By setting them so the driver has to lean to see the sides of the car, the outside mirrors continue on where the inside mirror leaves off – significantly reducing the blind spot.

Another advantage of positioning your mirrors this way is that it reduces headlight glare from vehicles travelling behind you.



Left foot brace

The left foot brace refers to the bracing of your left foot against the fire wall (located below and behind the pedals separating the engine from the driving compartment) to support you and to keep you firmly in your seat.

Place your left foot against the fire wall and push whenever you need stability such as when negotiating a curve, when braking, in an emergency or on slippery pavement.

Bracing with your left foot helps you steer easily and well because you are not leaning on the wheel. Also, if you are not supporting your weight on the heel of your right foot, it is free to brake and accelerate with greater precision and control.

The fact that you need a left foot brace for controlled driving means you cannot use your left foot to brake. **Always** brake with your right foot.

Left foot brace

5.6 STEERING

Hand positions

There are two correct hand positions on a steering wheel: "10 and 2" and "9 and 3."

"10 and 2"

"9 and 3"

These methods refer to visualizing the steering wheel as the face of a clock, and positioning the left hand at the 9 or 10 o'clock position and the right hand at 2 or 3 o'clock. Steering wheels and shoulder widths differ, so exactly where people grasp the wheel will vary.

On a vehicle equipped with an airbag in the steering wheel, a hand placed on the top of the wheel may be forced back into the driver's face if the airbag is deployed, causing injury.

Once your hands are in correct position, do not shuffle them around on the wheel. Keep your grip in the same place and simply twist the steering wheel to turn the vehicle.

You can twist the wheel until your forearms touch. To steer beyond this point, you will have to use a "hand over hand" sequence.

The key to steering is to know the steering wheel position at which your front wheels are straight. When you start out, straighten your front wheels and place your hands in position. Provided that you do not shift your grip, every time your hands are straight and level, you know your front wheels are straight.

"Hand over hand"

This method is used when turning the wheel sharply either when driving slowly or in emergencies when conditions are very slippery.

As you turn the wheel, pull the wheel down with the top hand, take the bottom hand and put it up at the top, pull the wheel down with the top hand, take the bottom hand and put it at the top, etc.

When unwinding the wheel after a turn, use the hand over hand system. Do not let the wheel slide through your hands – you have very little control of the speed at which it comes back or the point at which it stops.

5.7 ACCELERATING

To move the vehicle smoothly and to save on fuel, push the accelerator down gradually and wait for the vehicle to build up speed.

In vehicles with automatic transmissions, the gears will change automatically for you. With manual transmissions, you have to release the accelerator and re-apply accelerator pressure as part of your gear shift.

To drive with precision, you must vary the accelerator position smoothly by small amounts.

5.8 NEUTRAL/CLUTCH

You should shift to neutral (or declutch) during emergencies or when stopping in winter driving conditions. This gives you better control over your vehicle by disconnecting the engine from the drive wheels. If you are stopping on a slippery surface and are in neutral, then your drive wheels are not driving the car forward while you are trying to stop. You stop more easily over a shorter distance.

It is important to shift to neutral properly. With an automatic transmission, push the gear selector away from you with an open palm. On a floor console, do not touch the release button, just push it forward.

In a manual transmission vehicle, declutch; that is, push the clutch down to the floor and hold it there and shift into neutral.

5.9 GEARS

It is possible to make an automatic transmission shift when you want it to. To make the vehicle shift up to a higher gear (from first to second, second to third), simply ease up slightly on the accelerator.

To shift into a lower gear (from third to second, second to first) for passing, or to get out of an emergency situation quickly, push the accelerator to the floor.

To slow a vehicle going down a steep hill, shift to a lower gear when necessary. Try to remember to do this at the top of the hill.

5.10 LOW SPEED SKILLS

Surprisingly, it is more difficult to drive slowly than it is to drive at highway speeds. Yet, you need to drive slowly to park, turn sharply, back up or move forward in traffic jams.

Low speed manoeuvreing

To drive slowly in an automatic-transmission vehicle, rest your foot on the brake and let the idling speed of the engine move the vehicle, braking as necessary to control the speed.

In a manual-transmission vehicle, you control very low speeds almost entirely with the clutch. Accelerate as for a normal start and hold your engine speed constant. Raise the clutch to the point at which the engine engages with the drive wheels, and stop. Then, ease the clutch up a small amount to move the vehicle. To gain speed, ease the clutch up a little more. To slow the vehicle, push the clutch down a small amount until the engine is again disengaged from the drive wheels.

If the vehicle is on a slope and/or is moving faster than you wish, declutch and brake gently.

Backing

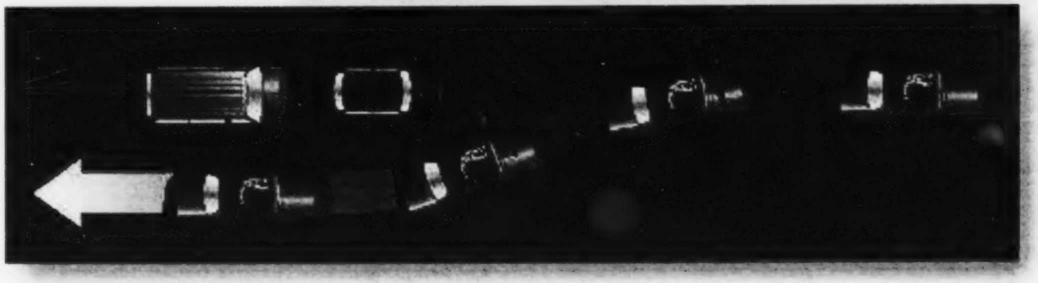
You might think that being good at backing is not very important. However, collisions while backing are among the most frequent type of collision. This is due, in part, to drivers who believe that a low-speed activity such as backing is "no problem."

Never back a vehicle until you have checked behind it from outside. Children, bicycles, wagons, etc., are not always visible from inside your vehicle.

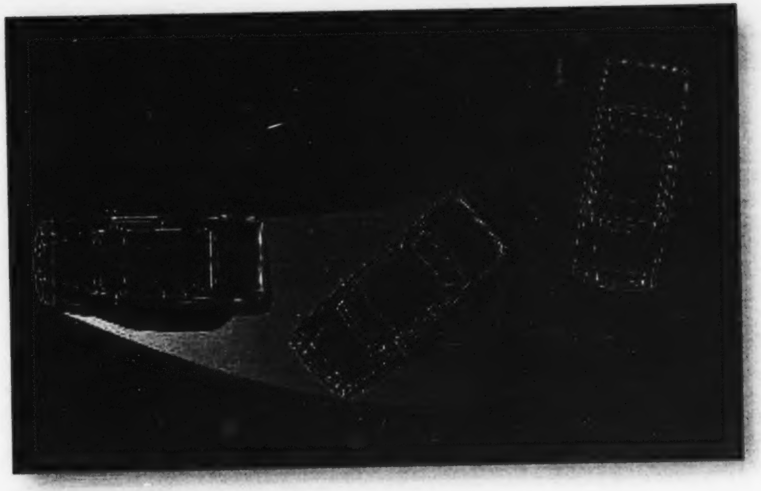
Begin, as you should for all backing manoeuvres, with the vehicle straight and the front wheels straight.

1. From your normal seating position, shift your weight so that you are resting on your right hip.
2. Support yourself by placing your right arm along the arm rest or the top of the front passenger seat.
3. Grasp the top centre (12 o'clock position) of the steering wheel with your left hand.
4. Begin backing slowly. Within the first foot or so of vehicle movement, check forward. If the front of the vehicle is moving straight back, your front wheels are straight. If the front of the vehicle swings to the left or right, your wheels are not straight.

If the front of your vehicle swings to the left, turn your steering wheel to the left to straighten. If the front swings to the right, turn your steering wheel to the right to straighten. Once you get the wheels straight, move your grip to the new 12 o'clock position.



5. Having done this, you know that every time your hand is at 12 o'clock, your front wheels are straight.
6. Now, look through the rear window and focus your eyes well back along the path you want to go.
7. Move the vehicle slowly backwards. Look and steer where you want to go.
8. You will notice that the vehicle turns much more when you are backing because the front wheels are pivoting, or swinging, around the rear wheels. This is called 'front end swing' and is the cause of many backing collisions.



Steering techniques for backing

1. Hand over hand

   Shift your weight slightly onto your right hip, grasp the steering wheel with both hands and use the hand over hand method to turn the steering wheel. While this method provides good steering control, it limits your ability to see out the back window.

2. Palming

   Palming is an advanced steering technique that is **only used when backing.** It is used in situations where both straight line backing and sharp turning are required. This method allows you to turn the wheel sharply while ensuring that your front wheels will be straight when your hand is at 12 o'clock.

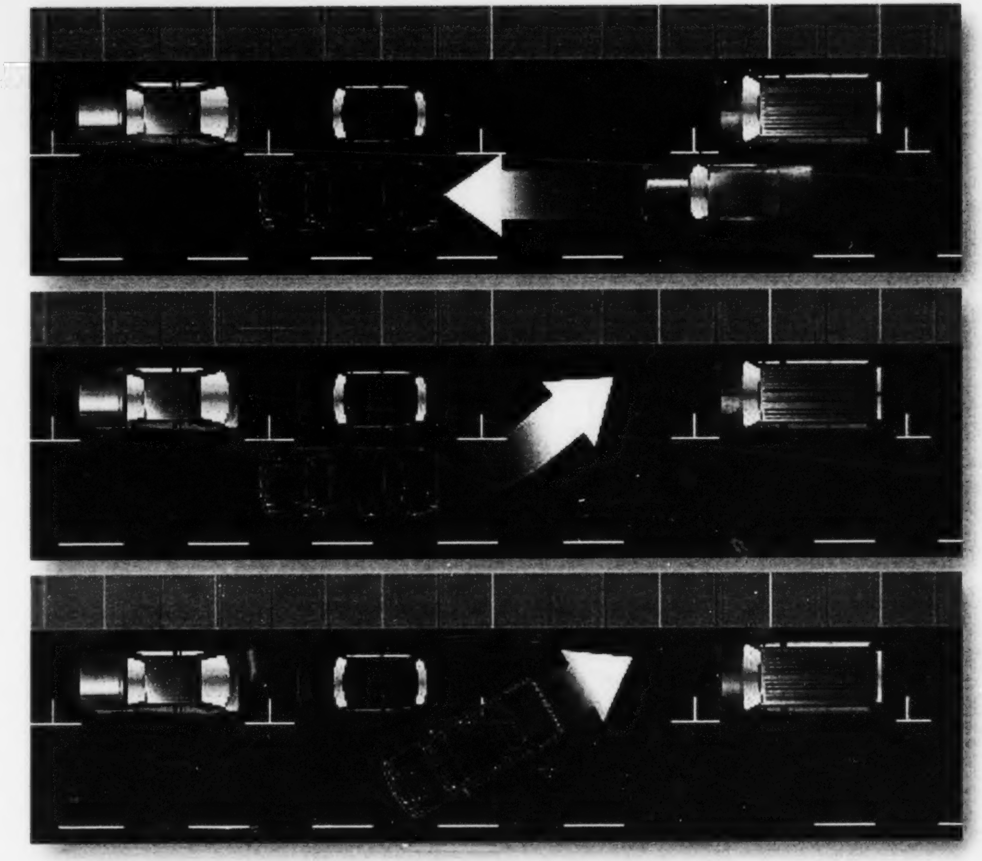
   Put your left hand at the 12 o'clock position but do not grasp the wheel. Instead, push your palm against the rim of the wheel with enough pressure so that when you move your hand down and around, the wheel turns, but your palm stays on the same place on the wheel rim.

Advanced driving skills

6.1 PARKING

Parallel parking

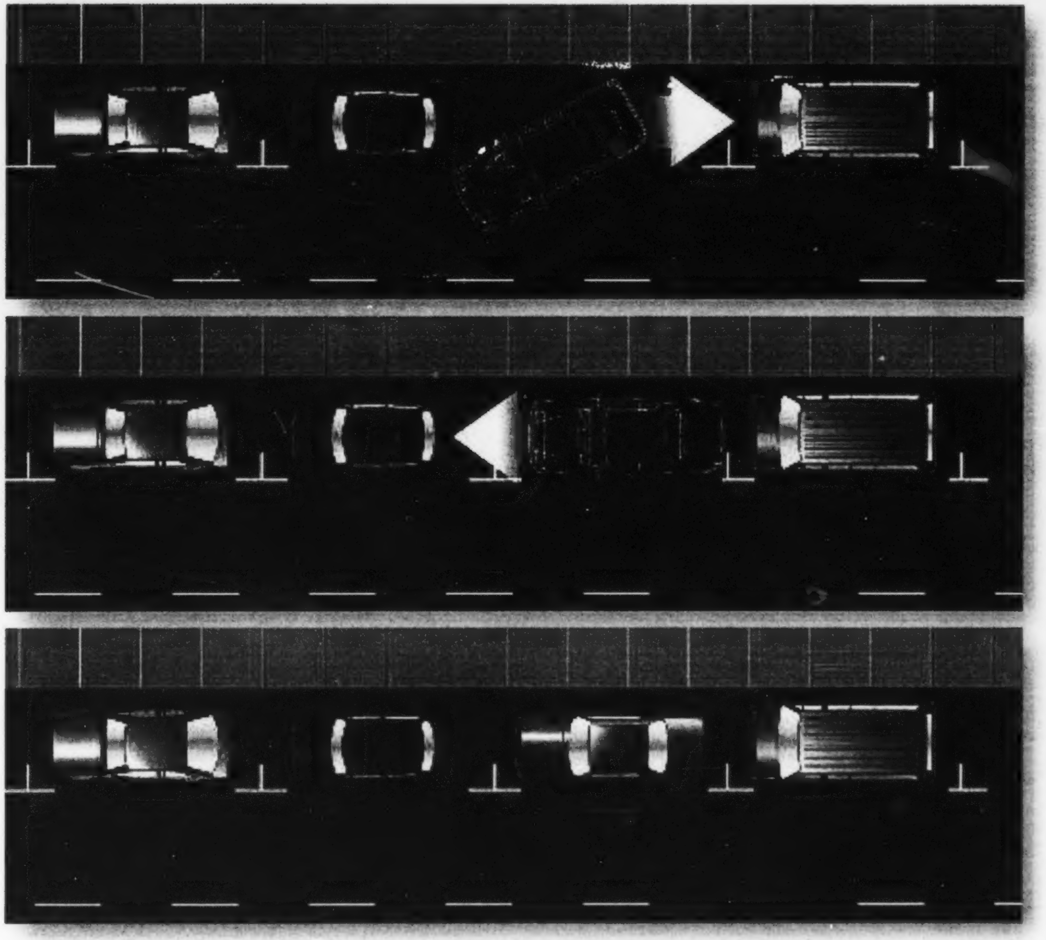
First, find a space that you can fit your vehicle into. Signal your intention to park to other drivers as you approach. If you are not sure, stop your vehicle beside the space and check that you have **at least** 2 m more than the length of your vehicle. Shift to reverse as soon as possible to activate the back-up lights.



This is only one suggested method of parallel parking. There are others that work just as well.

1. Position your vehicle parallel to the front vehicle about .5 m out from it, with your back bumper lined up with the front vehicle's back bumper. Shift to reverse, check that the way is clear and get ready to steer.
2. Back **slowly**. Immediately start turning your wheel toward the curb until you reach about a 45 degree angle. (Pay attention to your vehicle's front end swing into traffic. Make sure you are clear of oncoming vehicles.)
3. Continue to back **slowly** and straighten your wheels.

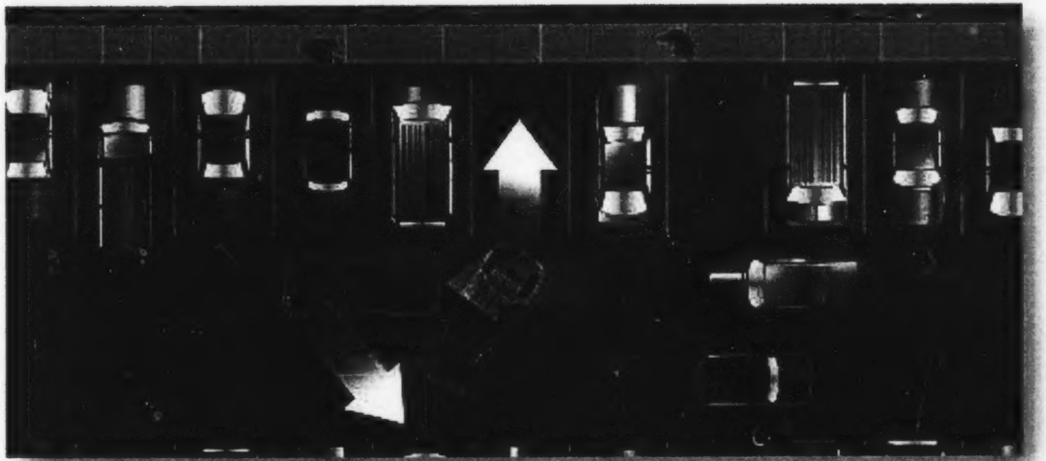
4. When your front bumper clears the bumper of the front vehicle, continue to move **slowly** and turn your wheels away from the curb.
5. If necessary, shift to first or drive, and slowly move forward while you straighten your vehicle.

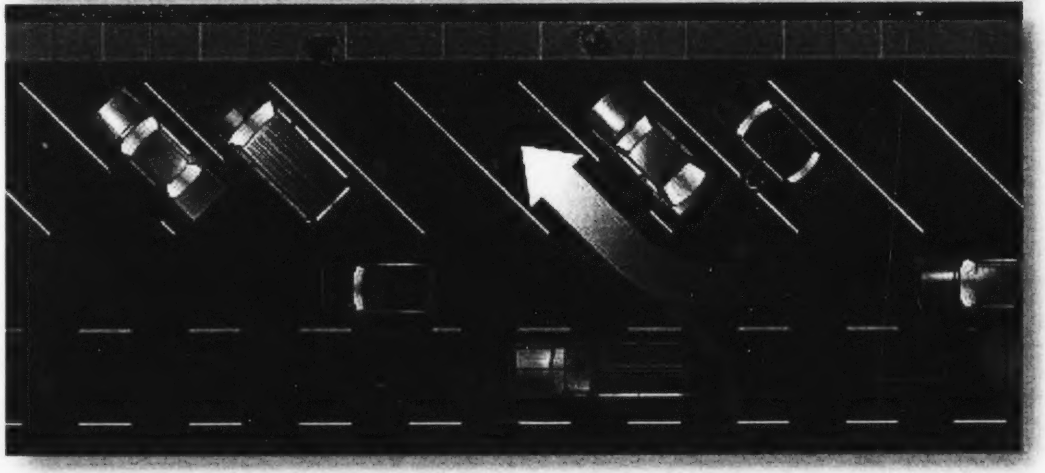


Angle parking

Where a parking space is at 90 degrees (a right angle) to the road, as it is in most parking lots, always back into the space unless it is prohibited. You have the advantage of being able to back in accurately because your windows are clear and you are "warmed up" for driving. In addition, the front end swing occurs in the aisle, not between two parked cars and you are backing into a space you know is free of obstacles instead of backing into traffic. More importantly, when you drive out you will have an excellent view.

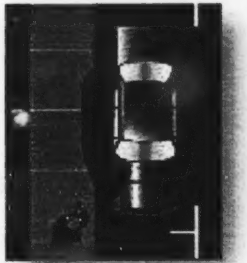
Some parking spaces are at about a 60 degree angle to the road. These spaces are usually located in small urban centres and on one-way streets. You are meant to drive into and back out of them.



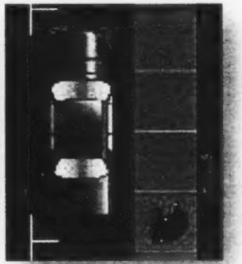


Parking on a hill

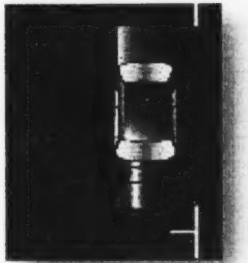
The trick to parking on a hill is to turn your front wheels so that if the vehicle rolls away, it will roll into the curb and stop. If there is no curb, the vehicle should roll off the road, not into the path of other vehicles.



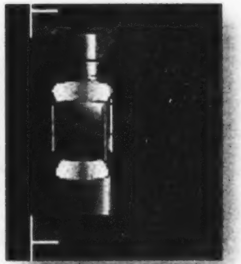
Downhill with curb



Uphill with curb



Downhill no curb



Uphill no curb

6.2 TURNING

U-turns

A U-turn is when you turn your vehicle around at an intersection to travel in the opposite direction. Before making a U-turn, check that:

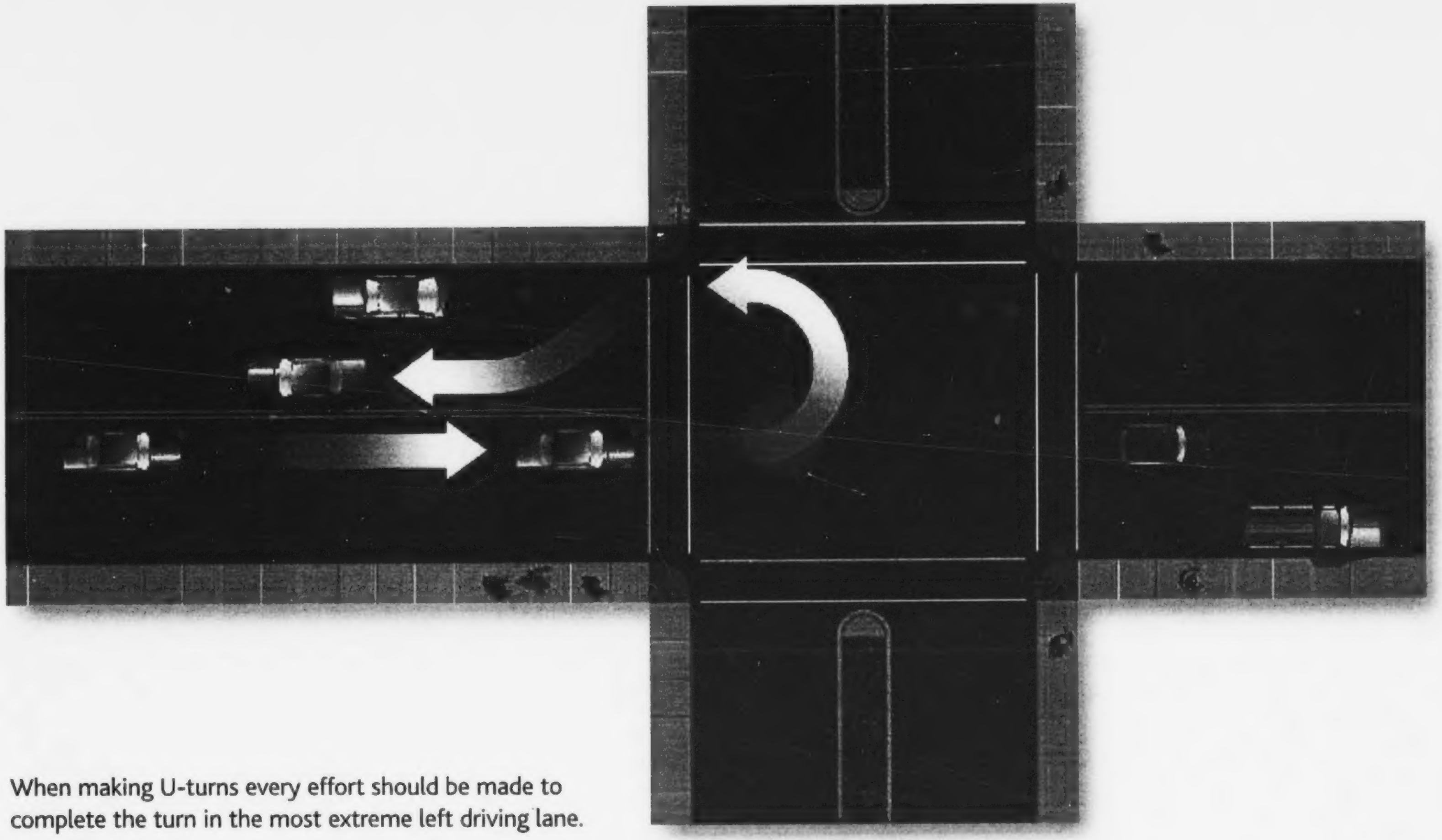
- there are no signs prohibiting U-turns
- you have adequate sight distance so you have time to finish the turn before encountering oncoming traffic. For example, in a 60 km/h area, you need a sight time of at least 20 seconds each way. In a 100 km/h area, you need 40 seconds sight distance clear of vehicles each way
- you have enough room to make the turn in one swing

If there is any doubt whether a U-turn can be made safely and with minimal disruption to traffic, go around the block.

The procedure for making a U-turn:

1. Check that the turn is allowed and the way is clear.
2. Signal the turn and approach as you would a left turn.
3. Move very slowly. Turn the wheel into a full lock as soon as you can (use hand over hand).
4. Once you are on full lock, slightly increase your speed.
5. Throughout the turn, check to see that the way is still clear (both ways).
6. Complete the turn. Before the car is straight, start unwinding the wheel (hand over hand).
7. Straighten your front wheels.
8. Proceed as normal.

U-turns are prohibited at traffic lights unless permitted by a sign.

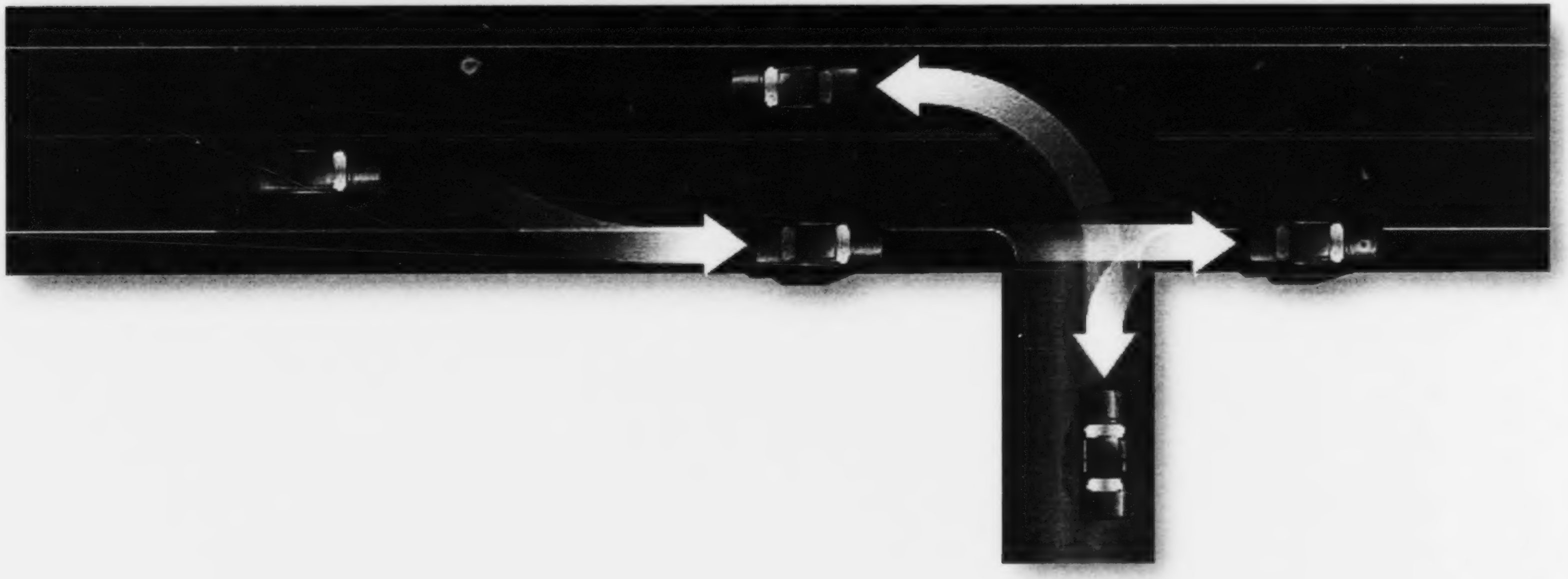


When making U-turns every effort should be made to complete the turn in the most extreme left driving lane.

Two-point turns

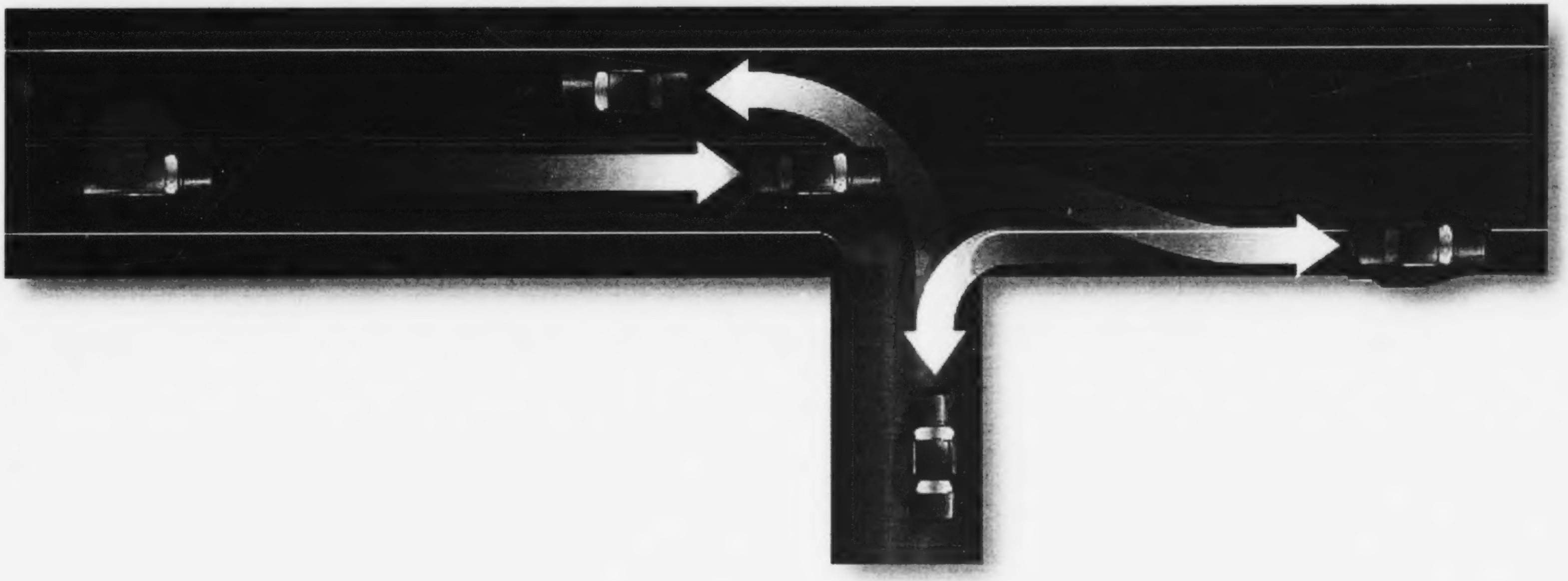
Before making a two-point turn, check that you have adequate sight distance so that you have time to finish the turn before any possible vehicle conflict occurs. For example, in a 60 km/h area, you need a sight time of at least 20 seconds each way. In a 100 km/h area, you need 40 seconds sight distance clear of vehicles, each way.

1. Well before the place where you wish to turn around, signal right, shoulder check, position your vehicle in the right lane and slow down.
2. Cancel the signal, proceed past the intersection, and stop your vehicle as far right as possible.



You may also move to the far right after the intersection and stop your vehicle as illustrated below. Choose whichever method can be done most safely given the traffic flow.

3. Check for traffic.
4. Begin slowly backing up. When the rear bumper is even with the intersection, turn wheels sharply to the right. Be careful that the front of your car does not swing out into traffic. As you back into the approach, straighten the wheels and stop.
5. Signal for a left turn, check for traffic and proceed to make a left turn into the left driving lane.



6.3 HIGHWAY DRIVING

Cruise control

On a long trip you can use the cruise control, if your vehicle is so equipped, to keep your speed constant. Cruise control will save gas and make highway driving less demanding. However, there are times when you should not use cruise control, such as in urban areas, on wet or slippery roads, in traffic where the speed is highly variable or in any situation where your vision is restricted.

Restricted access freeways

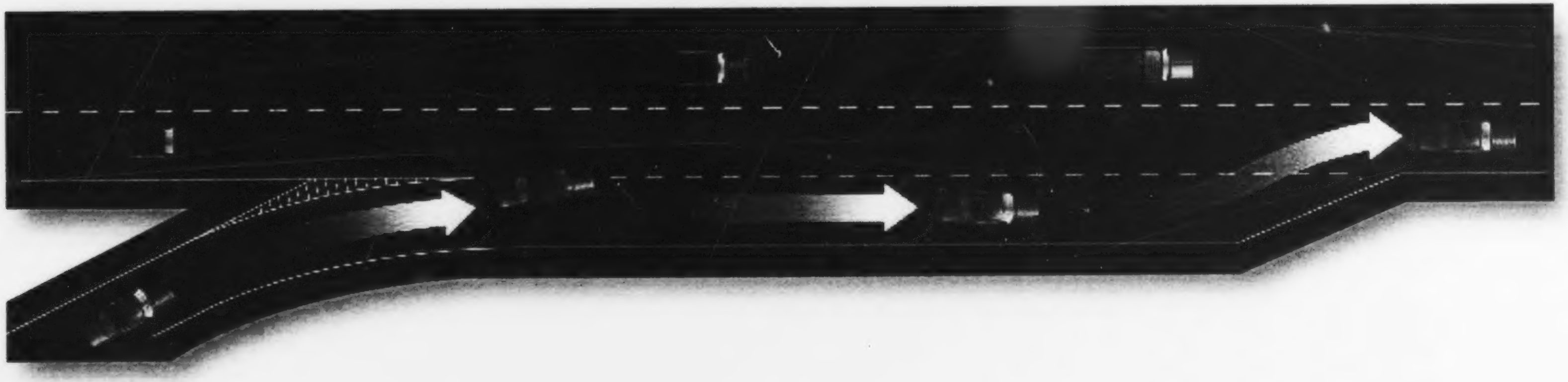
A freeway is a multi-lane, divided highway, with restricted access. There should be no cyclists, pedestrians or hitch-hikers. It is important to note that the Trans-Canada Highway, Regina's Ring Road and Saskatoon's Circle Drive are freeways.

Entering a freeway

The key to entering a freeway is to increase your speed in the acceleration lane until it matches the speed of the vehicles already on the freeway.

You also need to plan your merge:

1. While on the entrance ramp, look at the freeway traffic and determine where you want to merge.
2. Build up your speed in the acceleration lane as quickly as you can.
3. Continue to check the spot where you want to merge.
4. Signal, make your final shoulder check and accelerate into the freeway lane. **Merging at less than freeway speeds can be dangerous.**



While on the freeway

Provide a safe merge for other vehicles entering the freeway from access ramps by either moving left to free the right lane or by adjusting your speed.

Drive in the right lane, or perhaps the centre lane, when there are three lanes. **The left lane is for passing or may be used by faster vehicles when the traffic is dense.**

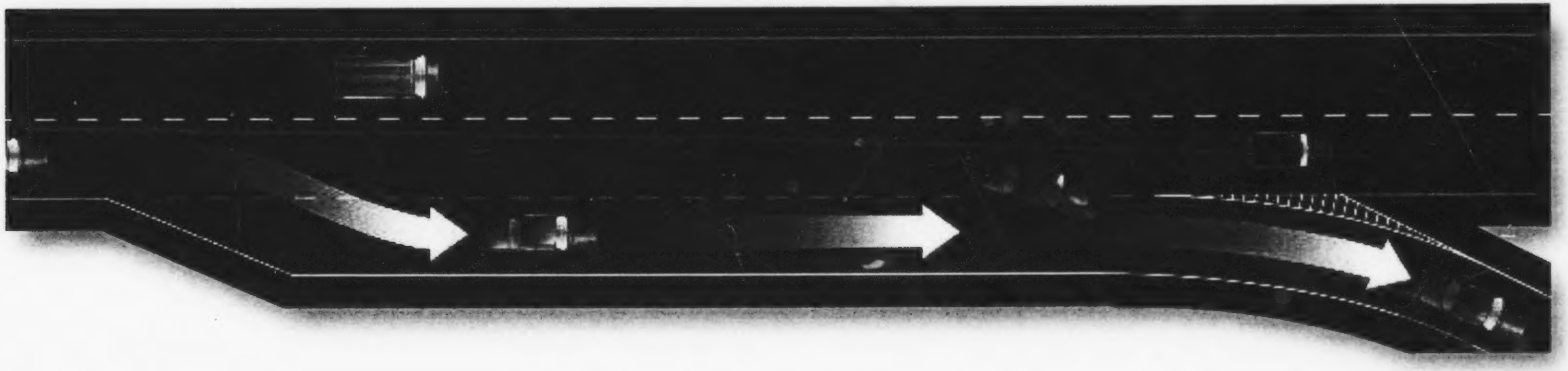
Keep looking up and referencing down to 12 seconds ahead so that you have advance notice of any obstacles in your path. Maintain a three-second following distance and keep at least two gates open at all times.

Leaving a freeway

When leaving a freeway, signal your intention and move into the deceleration lane. Slow down in the deceleration lane, not on the freeway. Some deceleration lanes are shorter than others, so watch your speed. When you exit a freeway, you are likely to underestimate your speed when you slow down.

If you miss an exit

If you miss an exit, do not stop on the freeway. Do not back up on the freeway. Continue to the next interchange and return to the correct exit.



Emergencies on the freeway

If your vehicle starts to give you trouble, check your mirrors, signal, shoulder check and pull over onto the nearest shoulder as quickly and safely as possible. Slow down, put on your emergency flashers and stop on the shoulder as far right as possible.

Never stop your car on the travelled portion of the freeway. Do not wait for your car to stall on the freeway. At the first sign of trouble, pull over safely. **If possible, stay with your car. If you must cross the freeway on foot, use extreme caution.**

Turn on your four-way flashers or raise the hood to alert other motorists you need assistance. Be especially careful getting out of your car when stopped along a freeway. If necessary, exit from the door away from the traffic.

In some cities, you may encounter roadways that have some characteristics of a freeway and some characteristics of a normal street. Be alert for unexpected traffic patterns.

6.4 PASSING

Estimation of safe passing time

Using time to estimate when you can pass is complicated, but it is well worth the effort required to master it. You can practise passing safely and once you can judge time well, you have a good method of judging when it is safe to pass.

You can get all the information you need to make a passing judgment from two estimates: the estimate of your safe passing time and the estimate of the closing time between you and the approaching vehicle.

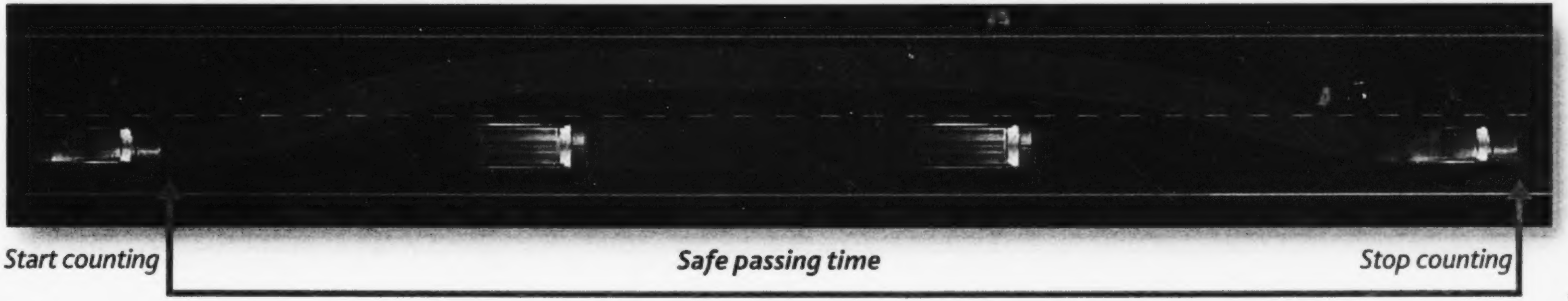
The first step in developing your new technique is to find out how long it normally takes you to pass. This varies from 10 to 40 seconds depending on your vehicle, your technique and the difference in speed between you and the vehicle you are passing. To find your safe passing time, choose a divided highway or a two-way highway at a time and place when traffic is light.

First, **determine your passing** time as follows:

1. Follow the vehicle ahead at the same speed, but three seconds back. Note its speed.
2. Check that you can see at least 40 seconds ahead, that there are no vehicles coming the other way and that there are no intersections or solid lane markings.
3. Begin counting "Thou - sand and one, Thou - sand and two" from the point you decide to pass and begin to accelerate.
4. Signal, and at a point where you still have good vision and can smoothly change lanes around the vehicle ahead, move into the left lane.
5. Continue in the left lane until you see the vehicle you have just passed in your inside mirror. As you pull back into your original lane, signal right and continue your acceleration. **Do not decelerate** as you change lanes.
6. Continue counting until you have completed your pass. Stop your count when your left rear wheel crosses the lane line (just as you are returning to your original lane in front of the vehicle you have passed).
7. The last number you say after "Thou - sand" is your measure of passing time in seconds.

Next, build in a safety margin that you are comfortable with.

Five seconds is a minimum safety margin. For example, if your passing time is 15 seconds, add another five seconds for possible error. This will give you a cushion of five seconds if the vehicle coming towards you is approaching faster than normal or if your estimation is not accurate.



Your passing time + your safety margin = your safe passing time

Your safe passing time in this case is 20 seconds.

If you think about it, your safe passing time will also tell you the minimum sight distance needed for safe passing, even if there is nothing coming the other way.

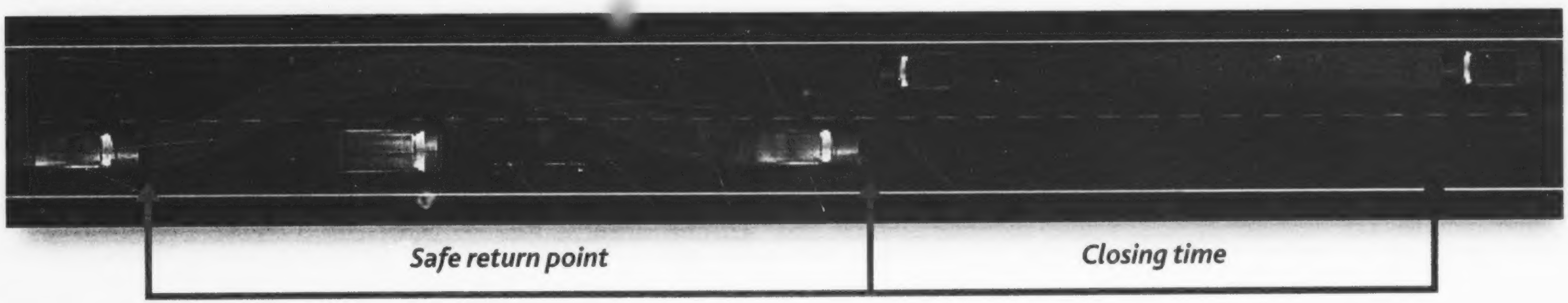
Try this several times at highway speeds varying the difference between you and the vehicle ahead until you get a handle on what your safe passing time actually is.

Estimation of the closing time of two vehicles

This is similar to judging the time from fixed objects except now you have a vehicle coming towards you. The gap between you and the approaching vehicle will close about twice as fast as if you were approaching a fixed object.

Steps to estimate closing time:

1. Position your vehicle three seconds behind the vehicle in front.
2. Determine the point at which you could safely return to your lane if you were to pass the vehicle in front – the safe return point. For example, watch a vehicle pass and note where it pulls back into the driving lane.
3. When an approaching vehicle appears, start counting and continue counting until the vehicle reaches the safe return point ahead of you. The last number you say after "Thou - sand" is your measure of closing time.



The safe/unsafe judgment

When you feel confident that you can estimate closing times reasonably well, practise judging when it is safe to pass, then check by counting time. When a vehicle is approaching, decide if it is safe to pass or not. Say "safe" or "unsafe," then count "Thou - sand and one, Thou - sand and two" – check the actual closing time against your safe passing time to see if you were right. Keep practising until you can make the safe/unsafe judgment with 100% accuracy.

There are two advantages to practising your passing judgment in this way. First, it is completely safe because you never actually pass the vehicle. Second, your timing will be based on the actual speeds of vehicles using the highway.

The actual passing judgment

Now practise what you have learned. When you judge it is safe to pass, carry out a passing manoeuvre.

Remember:

1. You have to build a **minimum** of a five-second safety cushion into your safe passing time. **Do not** give this up under any circumstance.
2. When you have enough experience with this method of estimation to be skilled and comfortable with it, extend your range. Determine the safe passing time for different situations, such as different speeds, surface conditions and longer vehicles such as tractor trailers. The passing time will vary.
3. Your safe passing time is also a measure of the **shortest** sight distance you need to pass, even with no oncoming traffic.
4. Your passing time will vary with the speed difference between you and the vehicle you are passing.

Being passed

When you are being passed:

1. Do not speed up.
2. If the driver passing you has misjudged, slow down and let them back into the lane.
3. When being passed by large trucks, you are likely to be pushed around by the wind. Just look where you want to go and your steering will take care of itself.

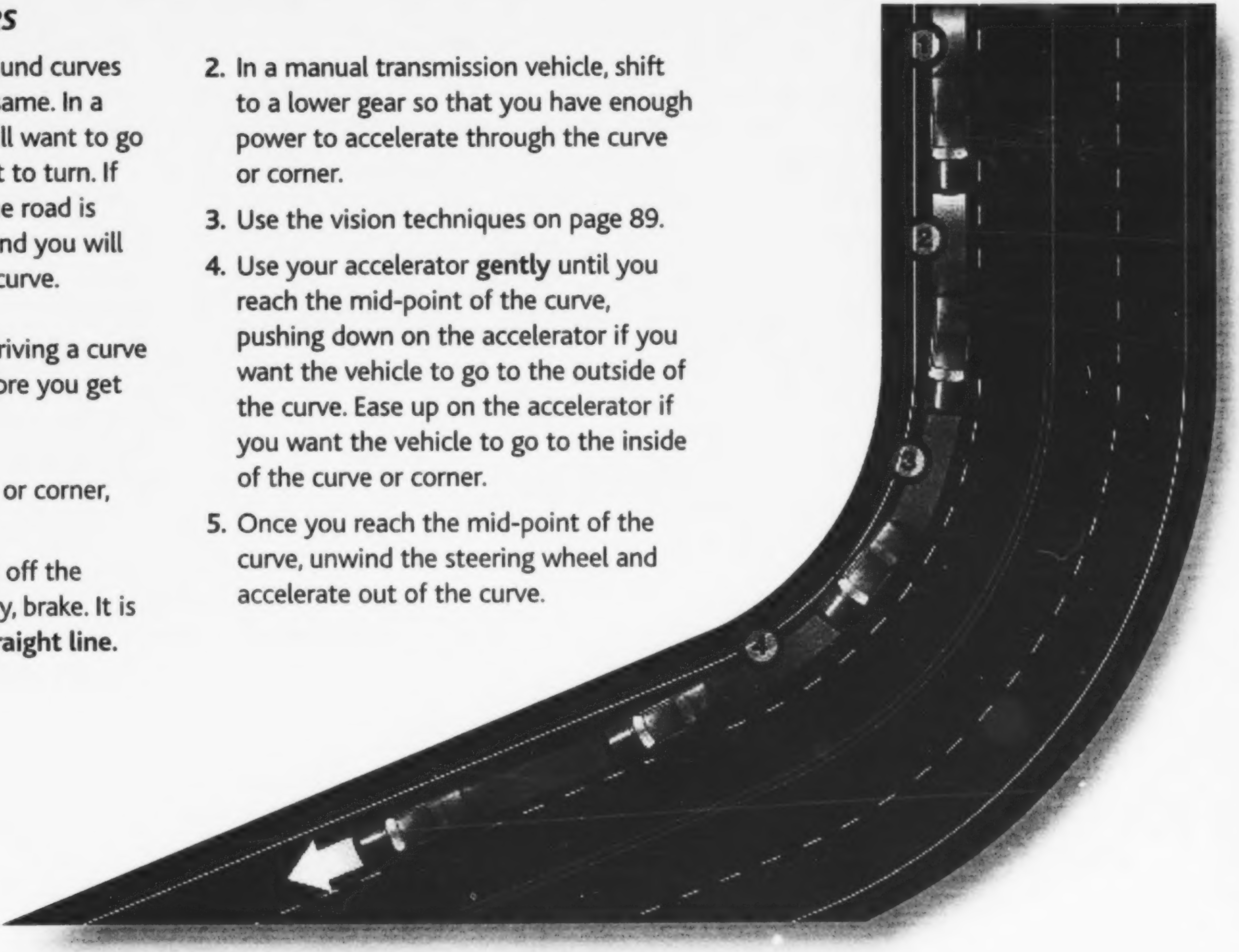
6.5 CURVES AND CORNERS

The techniques for driving around curves and corners are basically the same. In a curve or corner, the vehicle will want to go straight ahead while you want to turn. If you are going too fast, or if the road is slippery, the vehicle will win and you will not get around the corner or curve.

The most important part of driving a curve or corner is to slow down before you get to it.

To drive around a sharp curve or corner, follow this procedure:

1. **Slow down.** Take your foot off the accelerator and, if necessary, brake. It is important to **brake in a straight line.**
2. In a manual transmission vehicle, shift to a lower gear so that you have enough power to accelerate through the curve or corner.
3. Use the vision techniques on page 89.
4. Use your accelerator **gently** until you reach the mid-point of the curve, pushing down on the accelerator if you want the vehicle to go to the outside of the curve. Ease up on the accelerator if you want the vehicle to go to the inside of the curve or corner.
5. Once you reach the mid-point of the curve, unwind the steering wheel and accelerate out of the curve.



6.6 DRIVING IN MOUNTAINS

When driving in mountains, you will have shorter sight distances, so it is important that you look up, reference down and adjust your speed so that you can see at least 12 seconds ahead.

When you drive down mountains, you sometimes move faster than you wish. You will find that shifting to a lower gear will help you to slow down. As you travel down the mountain, brake very lightly and continuously. This method of braking is least likely to overheat your brakes.

6.7 GRID, MUNICIPAL AND RESOURCE ACCESS ROADS

Saskatchewan has a large network of roads connecting its main highways.

These roads present driving challenges which differ from provincial highways. Sight distances are **shorter**. There are no shoulders, curves are sharper and there are many T-intersections, which means that the road comes to an end, often with little notice.

Unlike main highways, these roads are not designed to permit you to get out of trouble if you happen to be travelling faster than the posted speed limit. The speed limits are to be taken seriously and should be regarded as **maximums**.

Gravel surfaces may cause problems. At times, the gravel may be deep and loose, making it difficult to steer around curves. At other times there may be so little gravel that you are actually driving in dirt, which is very slippery when wet.

When dry, gravel surfaces also create visibility problems. Every moving vehicle creates clouds of dust that make meeting and passing other vehicles very dangerous.

Railway crossings, crossroads and farm entrances are more difficult to see on these roads than when you are driving on provincial highways that provide better sight distances. You are also more likely to encounter slow-moving farm vehicles.

Driving techniques for gravel roads

Drive at a speed suited to the conditions. This means drive slowly. When you exit from a provincial highway, slow down. Keep your eyes up. You need all the advance notice you can get.

To steer in deep gravel, grasp the wheel firmly. Expect that the vehicle will wander. You will not steer as precisely as you do on pavement, so do not fight it by turning the steering wheel too much – you could lose control.

Stay well back from dust clouds.

Always drive with your headlights on so that others can see you earlier than they otherwise might.

When meeting large trucks or farm equipment, slow down and pull as far to the right as possible. You may have to stop.

6.8 WINTER DRIVING

In Saskatchewan, it is possible that you could be operating your vehicle for at least five months of the year in winter driving conditions. It is in this period, from November to March, that most collisions occur.

Snow, ice and freezing rain reduce traction. Drifting and blowing snow, fog, whiteouts, gas exhaust clouds and frosted windows may severely limit visibility.

The main cause of collisions in winter months is failing to adjust to existing conditions.

Preparing your vehicle

Winter conditions, plus the effects of extremely low temperatures, demand that a vehicle be in top condition. For this reason, a pre-winter check is a necessity, and in the end is less annoying and less costly than battery boosts, tows and being late. Give special attention to your heater and defroster.

As well as getting a tune-up and adding antifreeze to your radiator, you would be wise to have the following:
- all-season radial or snow tires
- block heater
- electric battery blanket (especially with the new sealed batteries)
- snow brush and scraper
- gas line antifreeze
- small snow shovel
- set of traction mats
- booster cables (know how to use them)

For out of town trips, add the following survival equipment:
- extra warm clothes (include footwear, mitts and hats)
- a supply of candles and matches
- tow chain or rope
- nourishing freezable food (raisins, nuts, candy)
- sleeping bags

Preparing to see and to be seen

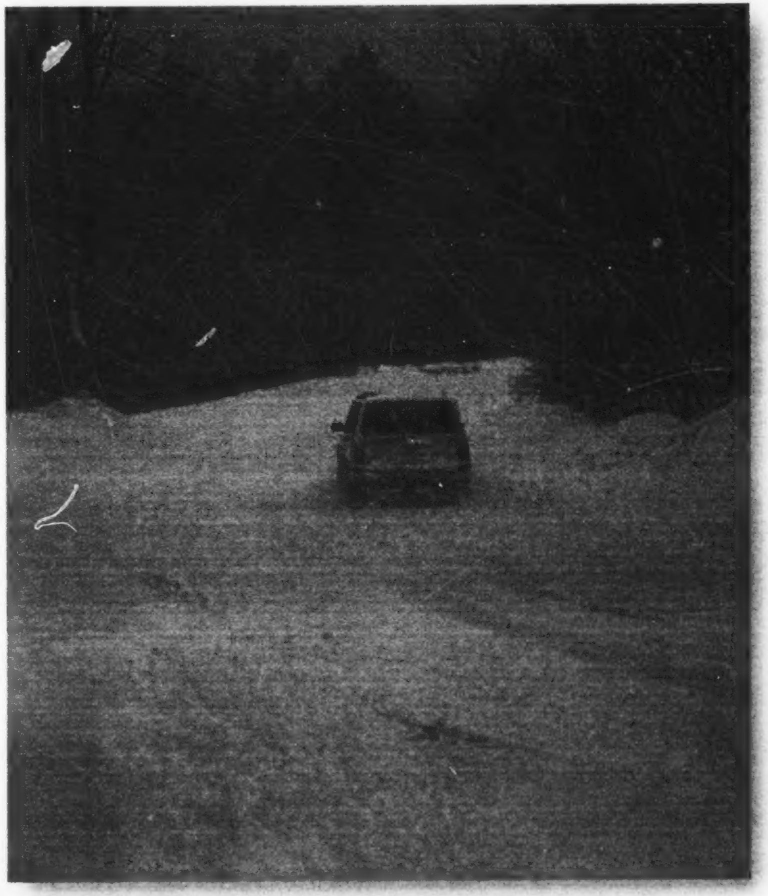
If you cannot see through your windows, you should not drive. If your lights and signals are to protect you, they must be visible. Before you drive, do the following:

- Brush the snow off your car.
- Scrape the windshield, rear and side windows.
- Clear your heater air intake (this is usually in front of the windshield).
- Clean your headlights, taillights and signal lights.
- Be sure to clear your tissue boxes, sunglasses, papers, etc., away from defroster outlets.
- Drive with your headlights on at all times. Even on a clear day, swirling snow makes it difficult to see and to be seen.

Driving on slippery surfaces

Winter traction problems require a number of changes from summer driving techniques. The general rule for driving on slippery conditions is drive **slowly**.

Traction varies tremendously with temperature changes. Icy roads will look just the same at -2 C or -22 C, but will be far more slippery at the warmer temperature. Winter driving calls for special driving skills. This means **gentle** acceleration, **gentle** braking and **small, smooth** steering movements.

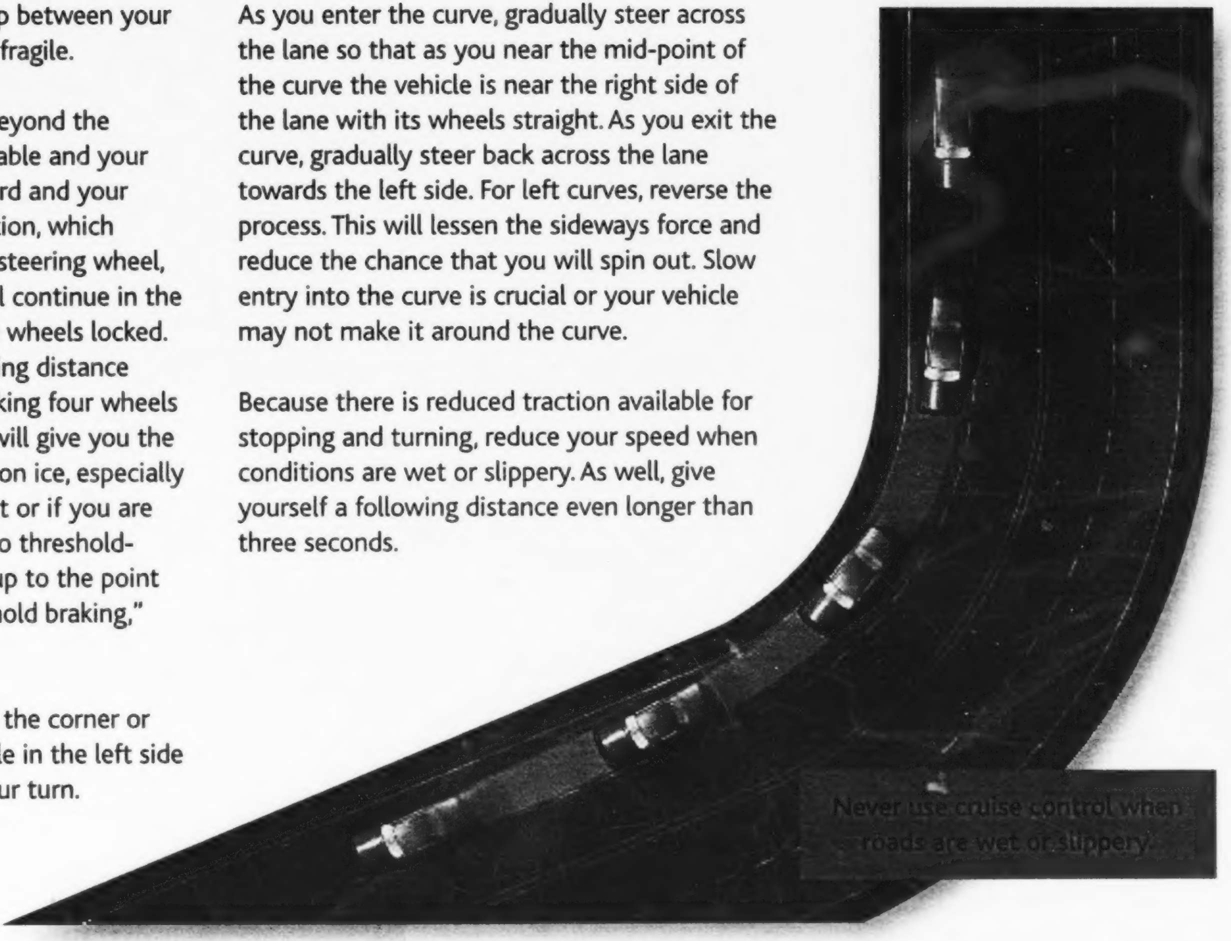


Reduced traction means the grip between your tires and the slippery surface is fragile.

If you accelerate hard, you go beyond the amount of traction that is available and your wheels spin. If you brake too hard and your wheels lock, you break the traction, which means that when you turn the steering wheel, the vehicle will not turn – it will continue in the direction it was going when the wheels locked. If this occurs on ice, your stopping distance changes. In most situations, locking four wheels by pushing hard on the brakes will give you the shortest stopping distance. But on ice, especially when it's near the freezing point or if you are driving fast, you are better off to threshold-brake by pushing on the brake up to the point just before it locks. (See "Threshold braking," page 127.)

If the surface is slippery, flatten the corner or curve by positioning your vehicle in the left side of your lane prior to making your turn. As you enter the curve, gradually steer across the lane so that as you near the mid-point of the curve the vehicle is near the right side of the lane with its wheels straight. As you exit the curve, gradually steer back across the lane towards the left side. For left curves, reverse the process. This will lessen the sideways force and reduce the chance that you will spin out. Slow entry into the curve is crucial or your vehicle may not make it around the curve.

Because there is reduced traction available for stopping and turning, reduce your speed when conditions are wet or slippery. As well, give yourself a following distance even longer than three seconds.



Never use cruise control when roads are wet or slippery.

How to get moving

You can usually start moving on ice or packed snow by accelerating gently. If this does not work, or if you are on a slight downgrade, try moving in second gear.

If you are stuck in deep snow, try rocking your vehicle. To do this, start forward, gently accelerate and you will move forward a little. When your wheels spin, immediately stop accelerating and hold the vehicle with the brake to stop it from rolling back. Shift to reverse, release the brake and accelerate gently. You will move back. When the wheels spin again, stop immediately. Repeat the forward-backward rocking movement, increasing the distance you move each time until you gain sufficient momentum to keep moving ahead. Be sure the wheels have stopped turning before changing gears to avoid damage to your transmission.

Search for traction. Look for sand or grit. Choose snow rather than ice. A small movement to one side will often move you from a low traction icy patch onto snow or sand. This motion can usually be completed in your lane.

How to stop on slippery surfaces

1. Shift to **neutral** (or declutch) before you brake.
2. Brake **early and gently** using the threshold technique. (See "Threshold braking," page 127.)
3. Again, search for the best traction and position your vehicle to take advantage of it.
4. Allow extra space for other drivers to stop. They may not be as skilled as you, or their traction may be worse.

Temptations to resist

1. Accelerating hard when you are passing.
2. Using cruise control on wet or slippery roads.
3. Forgetting that other drivers may not be making proper allowances for winter conditions.
4. Letting your gas tank drop below half full.

Whiteouts

Whiteouts occur when the sky, horizon and ground blend into one, making it very difficult to determine your position on the road. All shadows and distinctions disappear, so that you can barely tell where the road ends and the ditch beings.

The first snowfalls

During the first few snowfalls, drive very slowly and keep a five-second following distance. It takes time to change from your summer driving patterns. Exaggerate your gentleness on your brake and accelerator pedals and you will stay out of the line-ups at the body shop.

Survival

Lives continue to be lost in Saskatchewan winter blizzards.

Dress warmly for long trips. Do not be deceived by the false comfort of a well-heated car and wear indoor clothes on long journeys.

Before starting a long trip, listen to weather forecasts and pay attention to storm warnings. If storms develop while you are travelling, seriously consider stopping over in a town or village, rather than continuing, when there is a possibility of being stranded.

If you are stranded:

1. **Always stay with your vehicle.**
2. Keep calm.
3. Lower your downwind-side windows slightly and open the heater air vent to get fresh air into the vehicle.
4. Run the engine to get some heat, and to listen to news reports, but do not run out of gas.
5. Keep your exhaust pipe clear of ice and snow.
6. Get into your emergency clothing before you get cold.
7. If necessary, use candles to keep warm. Be careful not to over-exert yourself by shovelling or by pushing your vehicle.

Many people die when they leave their vehicles to walk for help in a blizzard. If you stay with your vehicle, you have a better chance of surviving and are more likely to be found.

6.9 BRAKING

The general procedure for braking is to begin early, apply light pressure and ease up on the brake as the vehicle comes to a stop. **Always brake with your right foot.**

If you want to stop more quickly, push the brake down a little further.

Remember, for normal braking you control the stop by varying the pressure. Do not push the brake down as far as it will go.

Anti-lock Braking System (ABS) - was introduced in the mid-1980s and has become standard equipment on most newer vehicles. It was designed to help drivers maintain some steering ability and avoid skidding while braking. In normal braking, ABS is not activated. During hard braking, vehicles with ABS remain stable. The brakes do not lock up, which means the driver has more steering control. How do you use ABS? Press the brake firmly and do not release until the vehicle has stopped. **Do not pump your brakes;** the ABS is doing it for you.

When the ABS is active, the brake pedal may pulsate and the car may shudder or emit clunking noises. This can startle some drivers, causing them to release the brake, but these things are normal and indicate the ABS is functioning properly.

You may think that with ABS you can stop on a dime. This instantaneous stop is not realistic. When braking on dry or wet roads your stopping distance will be about the same as with conventional brakes.

You should allow for a longer stopping distance with ABS than with conventional brakes when driving on gravel, slush and snow. This is because the rotating tire will stay on top of this low-traction road surface covering, and effectively "float" on this layer.

A non-ABS-braked vehicle can lock its tires and create a snow plow effect in front of the tires that may, in some cases, help slow the vehicle. These locked tires can sometimes find more traction below this layer.

Threshold braking

In threshold braking, you are trying to use all the braking force available without locking the wheels, i.e., you are trying for the "threshold" just before lock-up. To accomplish this, shift to neutral (declutch) and brake until you feel one or more wheels lock, then, ease up the brake slightly until the wheels are all rolling again. Re-apply pressure until you feel one of the wheels start to lock up, ease off slightly and continue this movement, tracking the threshold until you stop. As the vehicle slows, you can brake harder before lock-up will occur.

The more slippery the surface, the less you will be able to push the brake before a wheel locks.

The skill in threshold braking comes from being able to linger just short of lock-up. To threshold brake well requires much effort and concentration. While it is usually the technique of choice, it is almost impossible to do if you panic.

Four-wheel lock braking

With this technique, you shift to neutral (declutch) and then hit the brakes very hard so that all four wheels lock at the same time. Since most cars are not designed to do this, you need to stamp on the brake pedal and keep maximum pressure on the brake until you come to a complete stop.

Your vehicle will travel in a straight line. If all four wheels do not lock at exactly the same time, or if the surface under different tires varies, the vehicle may rotate a little before it finally stops. Even under the worst conditions (one wheel on ice, one wheel on dry pavement), the vehicle will travel in a straight line, although it may revolve around a point in the middle of the vehicle.

You need very little pressure to lock the wheels on ice. As the traction increases, you must increase the pressure to lock the wheels. On dry pavement, you really have to stamp on the brake to lock all four wheels simultaneously. You must also be seated sufficiently close to the brake pedal to get the leverage required.

The four-wheel lock will produce the shortest stopping distance on all surfaces, except glare ice. It is also an ideal technique to use if you panic because stamping on the brake is a natural reaction. Also, once you stamp on the brake, you do not have to do anything except keep pressure on the brake.

If possible, try the four-wheel lock when you are with a trained instructor. Otherwise, practise at low speeds (20 - 40 km/h) on a wet surface. If you try this procedure on dry pavement, you may damage your tires, which is acceptable if you are trying to avoid a crash, but not recommended if you are just practising.

6.10 EMERGENCY DRIVING

If you use the proper search patterns and see things well in advance, you should avoid most emergencies. However, as part of your IPDE method of driving, expect that other drivers may sometimes proceed when they shouldn't. This means that you will have to execute your decision in a hurry if you are to avoid a collision.

In this section, you will deal with the techniques you need to control your vehicle during the **execution** part of an emergency situation. To become skilled in emergency techniques, you need to practise, if possible, with a trained instructor.

Where to look

The rule is simple! **Look where you want to go and steer there.** Do not look at the tree you want to avoid, look at the gap you want to get through.

Emergency braking techniques

Always try to brake in a straight line. Get your wheels straight and line up your vehicle so that it can go straight ahead while you are braking. Do not try to brake when your vehicle is turned – you could spin out. (See "Braking," page 127.)

Emergency steering techniques

The difference between steering in an emergency situation and steering in a normal driving situation is the speed and amount that you need to turn the wheel.

If you do skid and need to recover, turn the wheel to correct your direction of travel. This method just takes practise. The difficult part is knowing when your wheels are straight.

At higher speeds, use the "10 and 2" steering method. (See "Hand positions," page 101.) Twist the wheel without moving your hands on the wheel. When your hands return to "10" and "2," you know your front wheels are straight.

Steering around an object involves three movements:

Steer
Twist the wheel in the direction you wish to go.

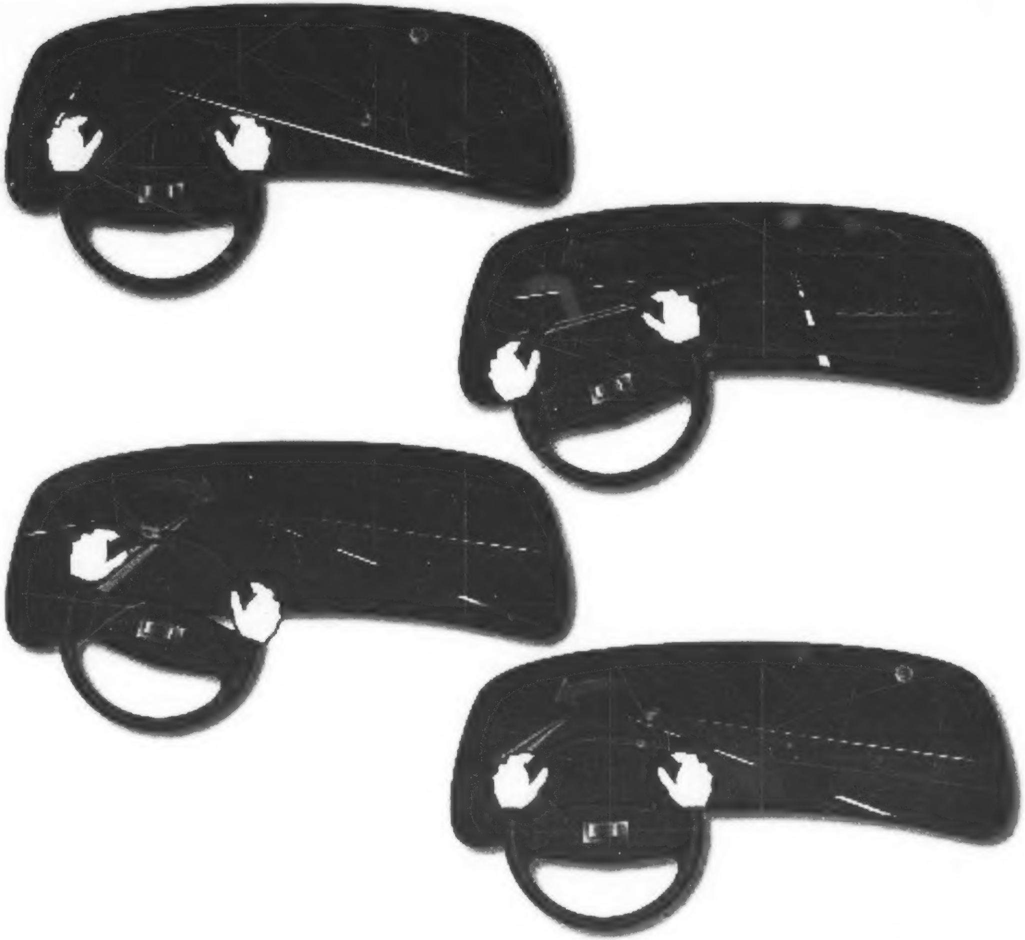
Counter-steer
Turn the wheel back the other way beyond the centrepoint.

Straighten out
Twist the wheel back to the point where your wheels are straight.

Timing is crucial, so it is advisable to practise this manoeuvre with an experienced instructor.

It is important, after turning around an obstacle, to get the vehicle going straight before you begin a second steering movement.

If your choice is between braking or steering, choose to steer. You can steer around an obstacle in a shorter distance than it takes to stop in front of it.



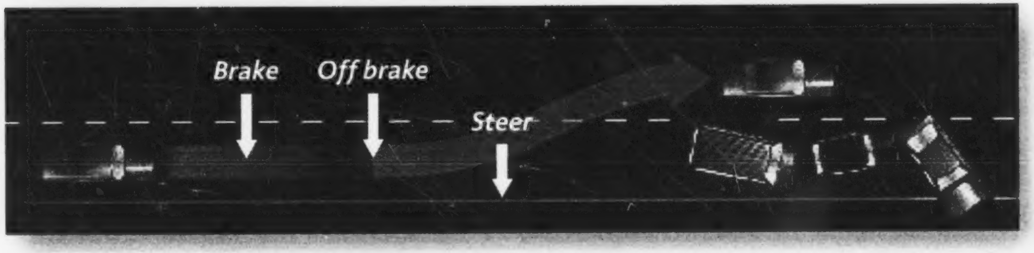
Combined braking and steering

Where you have a choice, the best method of dealing with an emergency is to combine braking and steering. Brake first, while you slow down and regain control and finish deciding where you want to go.

If you have time and you are feeling calm, threshold brake. If not, lock your four wheels. Regardless of the method of braking you use, take your foot off the brake to steer around the object. Most importantly, do one thing at a time, either brake or steer. If your wheels are locked, the car will go straight ahead regardless of how you turn the steering wheel.

Neutral/declutch

It is best to shift to neutral, or declutch, in all emergencies, except when you plan to use the accelerator to get out of trouble.



Skidding

A skid usually occurs on a slippery surface when there is not enough traction to keep the tires rolling. You will go into a skid when it is wet or slippery if you brake or accelerate too hard or turn too sharply.

Regardless of the kind of skid, **always shift to neutral (declutch).** Turning the wheel in the direction of the skid is correct, but complicated. A much simpler way to decide what way to steer is to look where you want to go and steer there.

Never use cruise control when roads are wet or slippery or on gravel.

Skids resulting from braking

The remedy is the same in any skid resulting from braking, regardless of how many wheels lock. Shift to neutral (declutch) and remove your foot from the brake. Look where you want to go and steer there. By shifting to neutral, you will ensure that the skid does not get worse and you will get the wheels rolling again so that you can steer.

You will probably have to correct the steering. Look where you want to go and steer there. This will usually mean steering, counter-steering and straightening out.

Skids resulting from too much acceleration

Sometimes too much acceleration or using cruise control on a slippery surface will cause the vehicle to skid. To correct this situation, shift to neutral (declutch), take your foot off the accelerator, look where you want to go and steer there. Do not touch the brake. Some corrective steering may be necessary. Never use cruise control when roads are wet or slippery or on gravel.

Skids resulting from steering too sharply

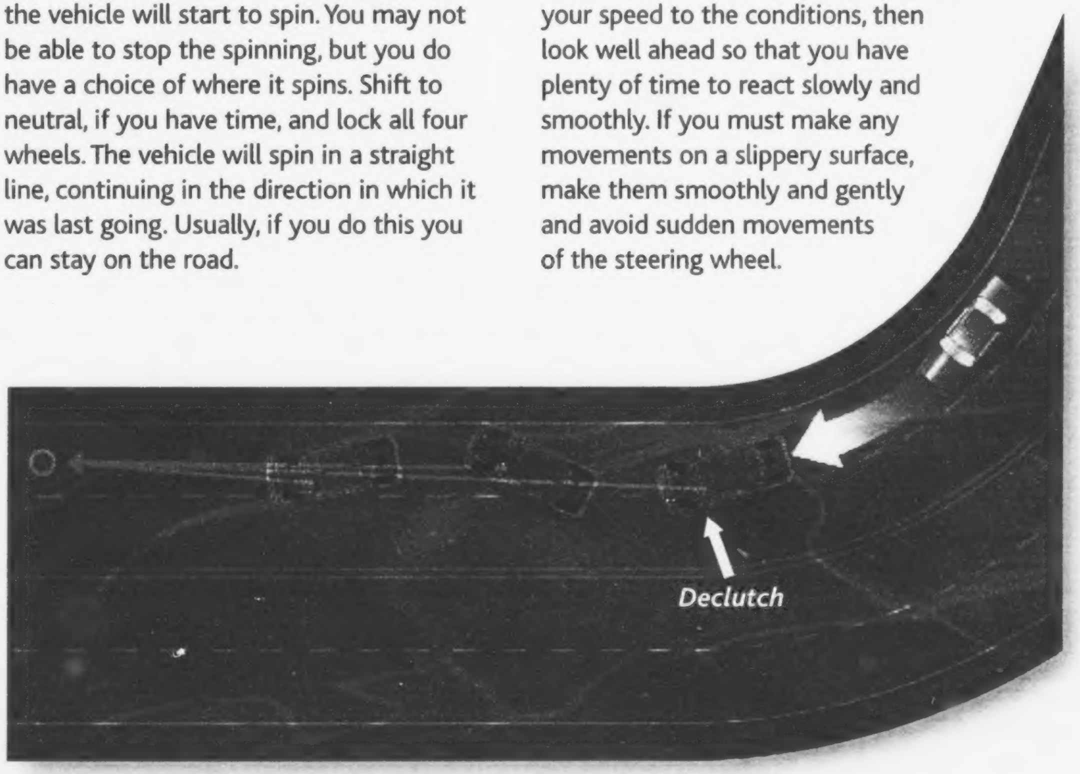
If you turn the wheel too far to the left or right on a slippery surface, the front wheels will skid straight ahead. To correct this, you must shift to neutral (declutch) and turn the wheel back towards the centre. As the wheels move to a position where they are turned less sharply, they will begin to grip again and you will be able to steer. You actually turn the wheel in the opposite direction from which you wish to go until the wheels begin to roll. Only at this point do you look where you want to go and steer there.

When skids go too far

Sometimes, when a skid has gone too far, the vehicle will start to spin. You may not be able to stop the spinning, but you do have a choice of where it spins. Shift to neutral, if you have time, and lock all four wheels. The vehicle will spin in a straight line, continuing in the direction in which it was last going. Usually, if you do this you can stay on the road.

To avoid getting into skids

To avoid getting into a skid, first adjust your speed to the conditions, then look well ahead so that you have plenty of time to react slowly and smoothly. If you must make any movements on a slippery surface, make them smoothly and gently and avoid sudden movements of the steering wheel.



When in a skid, look where you want to go and steer there.

Do not turn a little problem into a tragedy

Many collisions are caused by the driver's over-reaction to a possible emergency situation. If you find yourself in an emergency situation, try to remain calm and take the time to think before you act. As a skid develops, the earlier you take action, the smaller the corrective movement required and the greater are your chances of controlling it.

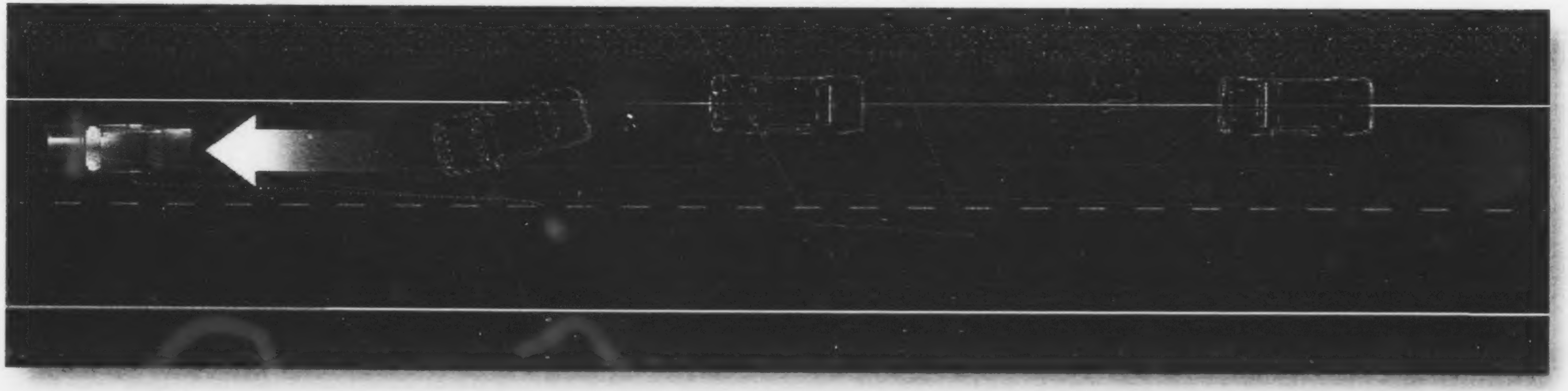
Drifting onto a soft shoulder

If you drift onto a soft shoulder, it is not what you do that is important, it is what you **do not do** that counts.

If your right wheels drop onto a soft shoulder, do not jerk the wheel to get back on the road in a hurry and do not brake hard. Do not take any corrective action immediately, just steer straight along the shoulder, **gradually slowing down.** Then, when you have slowed and there are no other vehicles around, turn the wheel left and almost immediately (when you feel your front wheel come onto the road) counter-steer and straighten out.

It is a simple procedure as long as you do not steer very much. You should, however, grip the wheel tightly.

If you come off in a critical location, for example, just before a bridge, then treat your return to the road like an emergency lane change and steer, counter-steer, straighten.



Ditches

With ditches, as with soft shoulders, it is what you **do not do** that is important.

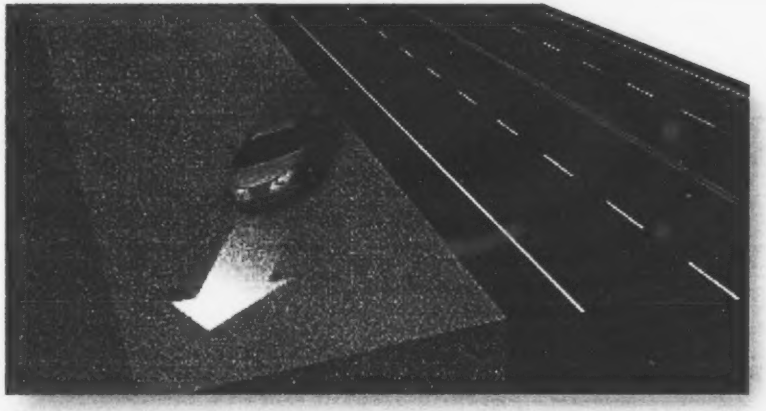
Do not brake hard, **do not** turn the wheel violently and **do not** try to get back on the road. These actions are very likely to cause your vehicle to roll over.

The important thing is to drive **down** the ditch. The greater the slope of the ditch, the more you will have to steer down the ditch to keep from rolling.

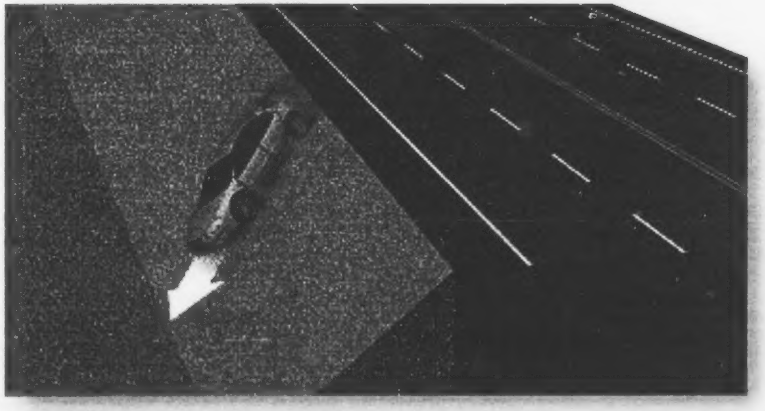
To drive down the ditch, hold the wheel firmly. Look and steer gently down the slope to where you want to go. Stay off the brake. Gradually release the accelerator. If you need to steer to avoid an obstacle, do it **slowly and gradually** and, if you have a choice, choose the direction that will send you down the slope.

If you suddenly find yourself going into a ditch, do not over-react. Try to resist doing anything until you think about what you must do. You are better off to do nothing than to try the wrong thing.

It is perfectly all right to drive in a ditch, provided you do not hit an approach road or something hard. The main cause of rollovers is attempting to return to the road too early. You may have to be towed out, but that is a small price to pay compared to rolling the car.



Gentle ditch



Steep ditch

Blow-outs

With a front or rear tire blow-out, do not over-react. Look where you want to go and steer there, holding the steering wheel firmly. Gradually ease off the accelerator and gently brake. Once you have slowed down, steer the vehicle off to the side of the road.

Blow-outs can cause tremendous steering and wheel vibration. **Do not be alarmed. Remember, gentle braking will improve stability and reduce steering and wheel vibration.**

Rear wheel blow-outs can cause the back of the car to fishtail. Do not over-correct your steering. Just brake gently and steer where you want to go. Remember to shift to neutral (declutch).

Brake failure

Vehicles manufactured in the past 30 years have a two-circuit hydraulic brake system, and total brake failure is very rare. If one half of the system fails, the brake warning light will usually come on when you apply the brakes and you will have to push much harder to slow or stop the vehicle. Even if the brake pedal goes right to the floor, do not give up. It will still have stopping power.

You can help slow the vehicle by using the parking brake. Try to avoid having the rear wheels lock as this will cause the vehicle to spin around. By adjusting the parking brake release, you will make it easier to vary the pressure and avoid lock.

Do not pump your brakes. It is the wrong thing to do with a modern brake system. If the vehicle pulls to one side, grasp the wheel firmly, counter-steer and shift to a lower gear. After the car has stopped, do not drive any further. Call for help.

Power steering or power brake failure

Most vehicles have some form of power assistance for braking and steering to reduce the force necessary to operate the controls.

If the engine stalls, you will lose your power assistance and you will have to apply a great deal more force to the brake or steering wheel to maintain control. Try shifting to neutral and re-starting the engine, then return the shift lever to drive.

Accelerator sticking

If your accelerator sticks, do not panic. Shift to neutral (or declutch), slow down, pull over and stop. Then, turn the key off and try unsticking the pedal with your feet.

Headlight failure

If your headlights suddenly go out, immediately slow down to keep your original course, pull over and stop. Check the headlight switch and the dimmer switch. If these do not work, put on the parking lights or emergency flashers.

Animals on the road

Each year in Saskatchewan, there are nearly 10,000 collision claims involving wildlife. When you see a wildlife sign, take extra care. The sign means the area is populated with wildlife or indicates a common crossing location for herds. Be alert to eyes shining out from the ditch – remember, if you see one animal, others are likely nearby.

If you do come across an animal on the road, use the emergency techniques referred to earlier to avoid a collision. If you have no choice, brake hard and hit the animal. If it is a large animal like a horse or a moose, try to get down below the windshield as this is approximately where the belly of the animal will hit the car.

The best advice for dealing with a small animal, but the hardest to give, is: unless you can avoid it safely – hit it. You are very likely to lose control and may injure your passengers by trying to avoid the animal.

When approaching any animal on or beside a highway, drivers must reduce speed and pass the animal only when it is safe to do so. If the animals are being herded or if you approach horseback riders, you should wait for the herder or rider to move the animal(s) to one side and indicate to you that it is safe to proceed. Do not use your horn as it may panic or scatter the animal(s).

6.11 UNDERSTANDING COLLISIONS

If you know your front steps are icy, you take special care when going down them. By being aware of and understanding some basic traffic collision statistics, you will know to take special care to avoid high-risk situations.

Two-thirds of the time, the causes of collisions are related to driver condition or improper action.

Some of the most common contributing factors to collisions are:

- driver inattention
- failing to yield the right of way
- driving too fast for road conditions
- driving under the influence of alcohol or drugs
- disregarding a traffic control device
- driver inexperience or confusion
- following too closely
- backing unsafely
- changing lanes or passing improperly

Other information you should know about collisions:

- Most traffic collisions occur during peak traffic times such as late afternoon and early evening.

- December and January usually have the highest total number of collisions.
- July and August are when the most severe collisions and the most traffic deaths occur.
- Alcohol is a factor in about 5% of all traffic collisions and in about 40% of all fatal collisions.
- Approximately 90% of all collisions in rural Saskatchewan are single-vehicle collisions.
- Wearing a seatbelt can decrease your chances of being killed or seriously injured in a collision by as much as 50%.

6.12 WHAT TO DO IF YOU ARE IN A COLLISION

The first few minutes after a crash can be critical if the consequences are to be minimized. If you have not been seriously injured during the collision, the following steps should be followed as quickly and calmly as possible.

Protect the scene

If there has been any gasoline spilled, make sure the ignitions of any damaged vehicles are turned off and any cigars or cigarettes are extinguished.

Warn approaching traffic by setting up flares (well away from the crash scene) or delegating two people to signal at each end of the collision scene. Turn on the hazard lights of all undamaged vehicles at the scene. This is particularly critical during darkness or at times of reduced visibility when the risk of subsequent collisions is very high.

Check all injuries

Make an initial survey of damage, checking for hidden victims. Administer first aid to the injured in order of priority. Injured persons should be moved only if they are in danger of drowning, suffocating, burning or being electrocuted.

If you have not had formal training in first aid, follow these tips:

- If the person is unconscious, be sure his or her air passages are clear. False teeth, chewing gum, vomit or mucus can block air passages.

- If the person is not breathing and you are familiar with mouth-to-mouth or artificial respiration, begin the procedure immediately.
- Stop bleeding by applying direct pressure over the wound. A clean piece of tissue or handkerchief may be used. If there is a depressed skull fracture, pressure should not be applied.
- If a person is pinned in a car, do not attempt to move him or her, but be sure the head and spine are firmly supported.
- Reassure the injured individual and stay with him or her until an ambulance or other vehicle is available to take him or her to the hospital.
- Give all information on the first aid that you have applied to the ambulance attendant and the police.

Call the police

All crashes involving injuries, death, hit and run, an impaired driver, an out-of-province vehicle or where a vehicle must be towed from the scene must be immediately reported to police.

Be prepared to give an accurate description of the crash location, the number of injured persons, the severity of the injuries and any other support services that may be required, such as ambulance, firefighting, rescuing or towing. Stay on the phone long enough to make certain that all the information has been recorded.

Check for witnesses

Record the names of any witnesses to assist the police with their investigation. Keep a copy of the names for your insurance company or lawyer in case any legal action follows.

Provide a report to police

If asked, you are required to provide a statement to police if you were a driver, passenger or witness.

If you are involved in a collision in which there are no injuries or deaths, that does not involve a hit and run or an impaired driver, that does not involve an out-of-province vehicle and where all vehicles can be driven from the scene of the collision, you must provide the vehicle owner with your name, address, driver's licence number and any relevant insurance information.

Dangerous goods

If a vehicle involved in the collision is a truck displaying a dangerous goods placard, you must take extra care in case the vehicle is discharging a dangerous substance.

Exchange information with other drivers

As a driver in Saskatchewan, you are required to provide your name and address to any other persons involved in the crash, regardless of the severity of the crash. If a non-Saskatchewan vehicle is involved, or if you are involved in a collision outside Saskatchewan, you are also required to provide information on the company that insures your vehicle.

Do not admit fault or any other liability before discussing the details of the crash with your insurance adjuster.

Do not offer to pay for any repairs or accept payment for repairs unless you are prepared to handle the matter without the help of your insurance company.

Report to SGI

You can report your claim online by visiting SGI's website at www.sgi.sk.ca and using the SGI Auto eClaim registration service, or call Dial-A-Claim at the claims centre closest to your home (see the SGI information pages at the front of every SaskTel phone book).

When you report a claim, we will set up an appointment to have your vehicle appraised and the damage assessed. To help you avoid delays, please don't visit your claims centre for an appraisal without first calling Dial-A-Claim or using eClaim.

If your vehicle is not driveable, call Dial-A-Claim to make arrangements with an adjuster. Your vehicle will be towed to a location where the damage can be appraised.

To speed up the process when you report your claim, have the following information on hand: your driver's licence, the vehicle registration and, if you have one, your auto extension policy number.

Collisions involving injury, death, hit and run, an impaired driver, vehicles that have to be towed from the scene or an out-of-province vehicle must also be reported to the police.

At the claims centre an appraiser will assess the damage to your vehicle and the cost of repairs. Once the appraisal is done, you will receive a printout outlining the cost of repairs if your vehicle is repairable.

Once your adjuster has confirmed your coverage, you may have the vehicle repaired at the autobody shop of your choice. SGI doesn't direct customers to any particular repair facility.

If your vehicle cannot be repaired, your adjuster will advise you of the process for "total loss" vehicles.

If you are injured in a crash, you should immediately contact an injury claims centre or rural branch office nearest you.

For further information on the auto claim process please refer to the *You and Your Auto Claim* brochure available at all SGI claims centres and motor licence issuers.

After hours
You may report a claim by telephone after regular office hours:
Monday to Friday – 5 to 8 p.m.
Saturday – 8 a.m. to 8 p.m.
1-800-647-6448

Out-of-province crashes
If the crash occurs outside of Saskatchewan, call, fax or write:
SGI Out-of-Province Claims Dept.
440 Fleet Street
Regina, Saskatchewan
S4N 7N7
Telephone 1-800-647-6448
Monday to Friday – 5 to 8 p.m.
Saturday – 8 a.m. to 8 p.m.

SGI staff will provide you with the name of the SGI adjuster who will help you with your claim. In the case of a loss outside Saskatchewan, SGI may also provide you with the name of an independent adjusting firm in your area to assist you with your claim.

6.13 IMPAIRING FACTORS

Facts about drinking and driving:

- In Saskatchewan, a drinking driver is involved in four out of every 10 fatal traffic crashes.
- There is a drinking driver in one out of 10 collisions where someone is injured.
- Between 1:30 and 3 a.m., every eighth driver is legally impaired by alcohol.
- On average, throughout most evenings, every 32nd driver is legally impaired by alcohol.

Alcohol, although legal, is an addictive drug that depresses the central nervous system (brain) and may change your mood and behaviour.

Alcohol affects everyone differently. Blood alcohol content (BAC) may be affected by age, gender, physical condition, amount of food consumed, medication and other factors. Also, different mixed drinks contain different amounts of alcohol, so it's important to know how much alcohol has been consumed, not just how many drinks the person has had.

Alcohol is absorbed into the blood stream very quickly and enters the brain where it immediately affects brain functions required to carry out the complete driving task.

It is important to recognize that the functions first affected – reasoning, inhibitions and memory – are the ones most required for the identification, prediction and decision-making portions of the driving task. Many people wrongly assess their ability to drive after drinking by observing physical dexterity (staggering, etc.). This is incorrect as the greatest percentage of alcohol-related collisions result from faulty thinking during the identification, prediction and decision parts of the driving task and not as a result of poor execution (steering, braking, etc.).

The brain functions that are first affected by alcohol consumption are not only important to our ability to drive safely, but are the same ones required to make rational decisions about not driving after drinking. For this reason, you must make the decision to separate your drinking and driving and make the necessary alternate transportation plans before you have that first drink!

It does not make sense to drive after drinking. For more information on the effects of alcohol and drugs, contact your nearest Alcohol and Drug Services office.

(BAC) BLOOD ALCOHOL CONTENT LEVELS

AND THEIR CONSEQUENCES

.00%	– Only safe level!
.01 – .03%	– Impairment begins. Reasoning and inhibitions reduced. – Roadside suspension for new and provisional drivers can occur.
.04 – .07%	– Roadside suspension can occur. – Motor skills, vision, memory, hearing and concentration affected. – Increased risk of crash. Greater risk when combined with fatigue, illness, stress, other drugs or poor driving conditions.
Over .08%	– Driving is illegal anywhere in Canada. Greater levels of impairment than in all of the above.
.12 – .15%	– Motor skills, mental functions and vision are severely impaired.
.16%	– Extreme crash risk!
.25 – .35%	– Unconsciousness.
.35 – .45%	– Death.

(Guide based on averages – not for legal use)

Students Against Drinking and Driving (SADD)

SADD is a positive lifestyle promotional program that attempts to make drinking and driving socially unacceptable among young people and encourages them to help each other change their attitudes about drinking and driving. With the help of an adult leader, students develop and promote the program themselves using assemblies, rallies, classroom sessions and social activities. Parents are encouraged to support the program by attending SADD functions and entering into a contract with their teenager whereby each agrees to always seek safe, sober transportation home.

For more information, contact SADD, 1870 Lorne St., Regina, Saskatchewan S4P 2L7. Phone: 306-757-5562.

Prescription and over-the-counter drugs

There are a number of things you should know about drugs and driving:

- Many drugs affect your brain functioning.
- Some drugs, like alcohol, directly affect your driving.
- If you are taking a number of drugs together, the combination may affect your driving, although the individual drugs may not.
- When you combine small quantities of seemingly innocent drugs, such as antihistamines (cold and allergy remedies), tranquilizers and motion sickness pills, with alcohol, these drugs add to, and sometimes multiply, the effect on driving.

Regardless of what drugs you are taking, ask your doctor or pharmacist the following questions. Is it safe to drive while you take the drug? What are the effects of mixing your drugs with alcohol? What are the effects on driving of mixing drugs, if you are taking more than one kind?

Illegal drugs

Illegal drugs, such as marijuana, hashish, LSD, amphetamines or cocaine, impair your driving.

They can alter your perception of time and what you see. They can make you hallucinate or miss things you should see. They can put you to sleep.

There are no illegal drugs that improve your driving. They all make it worse. Do not drive after using any drugs.

The impaired driving legislation is applicable to impairment by alcohol, as well as impairment by any other drugs.

In addition to alcohol and drugs impairing your judgment and driving ability, there are many other factors that can affect your safety on the road.

Fatigue

It is not wise to drive when you are tired or sleepy, particularly if you are driving along a straight road where the chances of falling asleep are high.

An early warning sign of fatigue is noticing you are not looking as far ahead as you should, or not moving your eyes in the proper search pattern. Rather you tend to stare straight ahead.

What can you do about it?

- Recognize and **admit** that you are becoming tired. Some highways have rumble strips along the shoulder line and, in a few places, on the centres lines to alert drivers when they drift out of their lane.
- **Stop** and rest.
- Change drivers when you **start** to feel tired.

Some short-term "solutions":

- Try coffee. It will make you more alert for a short time.
- Practise counting time, practise identifying, predicting and deciding out loud.
- Listen to radio or to tapes. Talk shows are best.
- Get your blood flowing. Stop, exercise, chew gum.

If you can't stay awake, **then for your safety and the safety of others, get off the road!**

Personal stress and illness

By now, it should be clear to you that driving places heavy demands on your ability to think clearly. Emotional and physical stress – worry, grief, anger, joy, a toothache, a headache – anything that is really bothering you, will distract you from the thinking part of your driving. If you know you are under stress, either emotional or physical, **do not drive.** Arrange to be driven by someone else who is not involved in the emotional situation and who is physically well.

Aggressive driving

Slow moving traffic, a motorist who doesn't signal, a seemingly endless stream of pedestrians – they can all frustrate the average driver. Aggressive driving, more commonly known as road rage, occurs when a motorist becomes angry, hostile or furious behind the wheel. And it's not only yelling obscenities or running other drivers off the road that are signs of road rage. The slightest variation in driving behaviour, no matter how minimal, is still considered road rage.

To ensure a safe trip, it's recommended that drivers:
- don't take traffic problems personally
- avoid eye contact with an aggressive driver
- don't make obscene gestures
- don't tailgate
- use your horn sparingly
- don't block the passing lane
- don't block the right turn lane

If you notice someone on the road who is driving aggressively, the best thing you can do to ensure your safety is to pull over and let that person pass by you.

Fog, dust, heavy rain and poor visibility

These factors may impair your vision:

- Make sure that your headlights and taillights are on and clean so that other people can see you.
- Adjust your speed to the number of seconds you can see ahead. If you can't see 12 seconds ahead, slow down until you can.
- In fog, blowing snow or heavy rain you will see better if you drive with your lights on low beam.
- Be aware that during the first 10 minutes of a rain storm, the roads are the most slippery.
- The solution to driving in heavy rain is to slow down, making only small and gentle movements with your brake, accelerator and steering wheel.
- The smear that windshield wipers sometimes create may be removed by using a good windshield wiper fluid or a sprinkle of ordinary detergent.
- If you have already slowed down and still cannot see 12 seconds ahead, find a safe place as soon as you can and get off the road.

Cellular phones

Many collisions are the result of driver inattention. With the growing popularity of cellular phones, many people are talking on the phone while driving, which can have dangerous consequences. As a result, there is legislation that prohibits the use of a cellular phone without a hands-free headset while driving.

The following are key tips to remember when using a cellular phone in your vehicle to ensure a safe ride:

- always use a hands-free unit
- become familiar with your phone and its features – before you try to use the hands-free unit while driving
- don't dial while driving – instead, pull off the road
- be a good Samaritan by reporting emergencies and road hazards
- never take notes or look up phone numbers while driving
- avoid stressful or emotional conversations while on the road; you can always pull over or end the conversation
- do not use a cellular phone when refueling your vehicle
- most importantly, whenever possible, pull over to a safe spot on the roadside to use the phone

Cigarette smoke

Cigarette smoke will gradually cause a film on the inside of your windshield and windows. If people who smoke use your vehicle, clean the inside of your windows with window cleaner as soon as you notice the start of a build up.

Complying with the law when driving

7.1 THE TRAFFIC SAFETY ACT

Cities, towns and some villages have their own set of 'rules of the road,' known as bylaws. These rules are necessary as each urban centre has special driving situations. However, bylaws must complement *The Traffic Safety Act*, Saskatchewan's traffic laws.

Enforcement

To permit the police to function effectively, they have been given certain powers. You are required to comply with the requests or demands of the police when they are carrying out their duties.

Stopping when signalled by police

Police can signal you to stop using their red/blue lights, a special stop light, voice commands or hand signals. You must stop at the earliest safe opportunity.

Producing driver's licence and registration

If requested, you must show the police your driver's licence and vehicle registration. If you do not have them with you, the police may allow you up to 48 hours to produce them.

Unsafe vehicles

The police may require you to submit your vehicle for a safety test. If they find that your vehicle is unsafe, they can order you to take it off the road and to not drive it until it has been repaired.

Seizure of vehicles

If police believe your vehicle is being driven in violation of traffic laws, or if the vehicle is parked in a place that presents a danger to others, it can be seized. The police can keep it in storage until the expenses of seizing it are paid and until they are satisfied that the vehicle should be released. If you feel the police are holding your vehicle without justification, you may appeal to the Highway Traffic Board for its release.

The vehicle you are operating will be seized and impounded for 30 days if you are found driving while suspended or disqualified; your suspension period has ended but you are found driving without renewing your licence; or, you are driving without a valid licence and have been convicted of the same offence within the preceding five years. The second occurrence in a two-year period will result in a 60-day vehicle impoundment.

The vehicle will be impounded even if you are not the owner. All towing and storage costs are the responsibility of the vehicle owner.

An application can be made to have a vehicle released early from impoundment in certain limited circumstances.

Roadside suspensions

Novice – Novice drivers who have consumed **any amount of alcohol** before driving will receive a 30-day suspension and be required to take a DWI course within 90 days. Subsequent alcohol violations will result in a 90-day suspension, as well as the need to complete an alcohol addiction screening and the prescribed education or recovery program.

Experienced – Experienced drivers with a BAC over .04 will receive a 24-hour immediate roadside suspension.

A second .04 violation will result in a 15-day administrative suspension and a requirement to take a Driving Without Impairment (DWI) course within 90 days of the violation.

On a third .04 BAC occurring within five years, the driver's licence suspension will be for 90 days, and the driver will be required to attend an alcohol addiction screening and assessment. Before the driver's licence can be reinstated, the driver will have to complete the education or recovery program recommended by the addiction counselor.

Restricted and provisional – Drivers with restricted or provisional licences who have consumed any amount of alcohol will receive a 30-day administrative suspension. In addition, the balance of the original statutory suspension will be reinstated and the driver will be required to undergo addictions screening and complete the prescribed treatment recommended by the addiction counselor prior to licence reinstatement.

All drivers – To determine whether a person's ability to drive is impaired from either alcohol or drugs, you'll be expected to do a walk and turn test, a one-leg stand and test as well as be checked for the involuntary movement of your eyes. Failing or refusing to take the Standard Field Sobriety Test will result in an immediate 24-hour roadside suspension.

As well, four demerit points will be assessed for each incident under the Safe Driver Recognition program.

Arrest

You may be arrested if you:

- operate an unregistered vehicle
- drive without a driver's licence
- fail to stop when signalled by police
- drive without care and attention or without reasonable consideration for others
- tamper with a vehicle
- fail to provide information when requested by police
- commit Criminal Code offences

You may be arrested if the police have reason to believe you will not appear in court to answer your summons.

7.2 THE CRIMINAL CODE OF CANADA

Certain driving behaviours are dealt with more severely or are considered to be sufficiently dangerous or objectionable to be dealt with under the Criminal Code. A conviction for one of these offences can lead to severe penalties, including a fine with no maximum and a jail term of up to life.

Under provincial legislation, you will also face a statutory licence suspension and be required to complete licence reinstatement conditions, including mandatory addictions screening and completion of the prescribed education or recovery program, for certain offences.

Drinking and driving

It is an offence to drive or to have control of a motor vehicle when you have over 80 mg of alcohol per 100 ml of blood (80 mg% or .08). A breath sample or a blood sample may be taken to provide this evidence. If your blood alcohol content (BAC) is over .08, you have committed a Criminal Code offence. If you are convicted, you will have a criminal record.

The minimum fine is $1,000 with no maximum fine and up to five years in jail. In addition, the court must issue an order prohibiting you from operating a motor vehicle for a period ranging from one to three years for your first offence.

Impaired driving

Driving any motorized vehicle or vessel while your ability is impaired by drugs, alcohol or both is an offence. This includes impairment from alcohol and illegal, prescription or over-the-counter drugs.

Penalties for impaired driving are the same as those for driving with a BAC over .08. If you are charged and convicted of impaired driving causing bodily harm or death, the penalty can be up to life in jail and the court may issue an order prohibiting you from operating a motor vehicle for a period of up to 10 years.

The cost in human terms can be very high. People are maimed or killed, children do not come back from dances, parents are no longer there or not able to help when they are needed. You may not like to discuss this because you need to drive, but you may also like to drink as part of your social activities.

Care and control

A person may be charged with being impaired or having a BAC over .08 even if he or she is not driving at the time, but is deemed to have care or control of a motor vehicle. This means that a person who is in a vehicle and has the ability to set the vehicle in motion, whether there is any intent to do so, may be charged. The penalty is the same as that for impaired driving or .08 BAC.

Failing to comply with a demand

If a police officer suspects that you have consumed alcohol, he may demand that you provide a breath sample for analysis by an approved screening device.

If a police officer believes you are over .08 BAC, but you cannot provide a breath sample, the officer may demand that you permit a sample of your blood to be taken for analysis. If you are not capable of understanding the demand for a blood sample, the police may require a blood sample to be taken without your consent.

Refusing to comply with a demand made by a police officer is an offence. The penalty is the same as for exceeding .08 BAC.

Driving while disqualified

If you drive while disqualified, you are guilty of an offence. The maximum penalty is a fine of $2,000 and a jail term of five years.

In addition, if you drive while suspended, disqualified or without a valid driver's licence following a suspension, or with a prior conviction for no valid licence, the vehicle you are driving at the time will be seized and impounded for 30 days. The second occurrence for a driver in a two-year period will result in a 60-day vehicle impoundment.

Criminal negligence

Driving with reckless disregard for life and safety is an offence. If you are charged and convicted of criminal negligence causing bodily harm, the penalty can be up to 10 years in jail and the court may issue an order prohibiting you from operating a motor vehicle for a period of up to 10 years. If you are charged and convicted of criminal negligence causing death, the penalty can be life in jail.

Dangerous driving

Failing to exercise reasonable care in the operation of a motor vehicle is an offence. The maximum penalty is a fine of $2,000 and five years in jail. If you are charged and convicted of dangerous driving causing bodily harm, the penalty can be up to 10 years in jail and the court may issue an order prohibiting you from operating a motor vehicle for a period of up to 10 years. If you are charged and convicted of dangerous driving causing death, the penalty can be up to 14 years in jail.

Failure to stop at scene of collision

If you are involved in a collision with a person, vehicle or cattle in the charge of a person, you must give your name, address, driver's licence number and insurance information to any other involved people and assist any injured people.

All collisions involving injuries, death, hit and run, an impaired driver, an out-of-province vehicle or where a vehicle must be towed from the scene must be immediately reported to police.

If you leave the scene of a crash, you are guilty of an offence. The maximum penalty is a fine of $2,000 and two years in jail and the court may issue an order prohibiting you from operating a motor vehicle for a period of up to three years.

Licence disqualifications

If you are convicted of any of the offences discussed in this section, your licence will be automatically cancelled and you will be disqualified from driving. The period of disqualification will be based on the number of these convictions you have had since Jan. 1, 2000.

One conviction	1 year
Two convictions	3 years
Three convictions	5 years
Four or more convictions	5 years, with no early reinstatement

In addition to these automatic disqualifications, the court may issue an order prohibiting you from operating a motor vehicle on any street, road, highway or other public place anywhere in Canada for a period of time. You will not be allowed issue of a driver's licence until the expiration of the longer period, whether it is the automatic disqualification or the court order.

7.3 TRAFFIC TICKETS

When the police charge you with a violation, they will write out a ticket indicating the offence committed as well as the date, time and location. The ticket will also indicate where and when you are to appear in court.

For some less serious offences, the ticket will indicate the amount of the fine you must pay. If you choose to plead guilty, you may pay your fine voluntarily through the mail.

You must appear in court to enter a not guilty plea. You will then have a trial date set. For any serious offences, or any Criminal Code offences, you should consult a lawyer before entering a plea.

7.4 DRIVER IMPROVEMENT PROGRAM

The Driver Improvement Program monitors the driving records of all Saskatchewan drivers. The program aims to make Saskatchewan roads safer for everyone by reducing the incidence of high-risk behaviour by motorists.

Impaired driving is one example of high-risk driving, but many motorists endanger the lives of others through behaviours that frequently cause motor vehicle collisions, including speeding, running red lights and stunting.

Under this program, drivers are assigned points every time they are convicted of a traffic offence or have an at-fault collision. Drivers who reach their maximum threshold of points are sent warning letters and must attend an interview with SGI driver examination staff if their record does not improve.

Drivers who continue their high-risk behaviour face consequences that include fines, mandatory driver's licence re-testing, driver's licence suspensions of up to six months and completion of a driver improvement training program.

For more information on the Driver Improvement Program, call 1-800-667-9868.

SAFETY RATING SCALE

PENALTY ZONE											SAFETY ZONE									2006	2007	2008	2009	2010	2011
-10	-9	-8	-7	-6	-5	-4	-3	-2	-1	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PENALTY PER INCIDENT										NEUTRAL BASE INSURANCE PREMIUM	VEHICLE INSURANCE DISCOUNT										PLATINUM CUSTOMERS					
$250	$225	$200	$175	$150	$125	$100	$75	$50	$25		2%	4%	6%	8%	10%	12%	14%	16%	18%	20%	20%					

Add $25 for every additional Penalty Zone step. ← | *As long as you're moving towards the Safety Zone, you never pay a penalty.* →

7.5 SAFE DRIVER RECOGNITION

The Safe Driver Recognition program rewards safe drivers with a discount on their vehicle insurance.

If you own or lease a vehicle registered in Class LV, PV or F (one ton model or smaller), you're eligible to receive a discount on your vehicle insurance premium. That discount applies to each vehicle you insure.

On the other hand, the program also ensures drivers who demonstrate risky behaviour pay their share in financial penalties – helping offset the costs of the discount for safe drivers.

How it works:

The Safety Zone – Discounts

For every year since 1995 that you have driven without an incident, you earn a safety point. Each point in the Safety Zone corresponds to a two per cent discount on your vehicle plate insurance, to a maximum of 20 per cent. Drivers who have maintained safe records for the past 14 years can earn up to +14 safety points. These drivers are known as our Platinum customers. Their maximum discount remains at 20 per cent, but the extra points act as a cushion to shield Platinum customers from the effects of an incident.

Even if you do not own a vehicle, a positive rating in the Safety Zone is beneficial to you. It protects all safe drivers from financial penalties if they are involved in future incidents.

You only receive a financial penalty for an incident if it causes you to lose enough points to move you to the Penalty Zone on the scale. As long as you remain in the Safety Zone, you continue to receive some level of discount.

The Penalty Zone – Financial penalties

Driver lose points for unsafe driving – such as being at fault for a collision (-6 points) or certain traffic convictions and roadside suspensions (-3 or -4 points). Driving disqualifications automatically move drivers to -20 or further, regardless of where they were on the scale prior.

Financial penalties are assessed for incidents that result in a safety rating below zero, with a penalty of $25 per point. The maximum single penalty is $500, except for Criminal Code offences resulting in injury or death, where the penalty is $2,500.

Motorists are assessed the penalty immediately and have 90 days to pay the charge. These penalties are in addition to fines handed out by law enforcement for traffic convictions.

Moving out of the Penalty Zone

Each year of incident-free driving moves you one point back towards the Safety Zone. As long as you are moving towards the Safety Zone, you do not pay another financial penalty – you pay only your basic vehicle insurance premium. In other words, you do not pay your way out of the Penalty Zone – you drive your way out of the Penalty Zone, through safe driving.

After three consecutive years of safe driving, drivers still remaining in the Penalty Zone automatically move out of the Penalty Zone and return to neutral (the starting point), and can begin to earn points towards a discount again.

For further information see SGI's *Safe Driver Recognition* brochure.

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